

# MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT

Final Addendum to the Response to Comments /  
Final Environmental Impact Report  
State Clearinghouse #2011092057

Prepared for  
Marin Healthcare District

May 29, 2013



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# CHAPTER 1

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## Introduction

### 1.1 Purpose and Background for this Document

This Final Addendum to the Response to Comments / Final EIR for the Marin General Hospital Replacement Building Project (“proposed project”) presents public comments received on the Response to Comments / Final EIR and presents responses to each comment received. This document also responds to questions posed to staff by the Marin Healthcare District Board at its May 14, 2013 Board Meeting to which staff did not respond during that meeting.

On March 28, 2013, the Marin Healthcare District (or “District”) released a Notice of Availability of the Response to Comments / Final EIR for public review and comment. The District also published the Notice of Availability in the *Marin Independent Journal* newspaper on March 28, 2013, as well as posted it with a viewable and downloadable portable document format (PDF) of the Draft EIR and its Appendices, on its website. The 14-day public review and comment period on the Response to Comments / Final EIR ended at 5:00 p.m. April 11, 2013.

As a courtesy, the District-issued Notice of Availability stated that the County of Marin would separately notice an April 22, 2013, Marin County Planning Commission hearing to review and comment on the Final EIR. The County subsequently publically-noticed and held a public information meeting on the Response to Comments / Final EIR on April 22, 2013

The District publicly noticed and held a public meeting to consider the FEIR and the Project on May 14, 2013, and subsequently prepared this Final Addendum to the FEIR.

### 1.2 CEQA Context

This document, together with the Draft EIR and its Appendices; the Response to Comments / Final EIR; and this Final Addendum to the Response to Comments / Final EIR (referred to as “Final Addendum”, constitute the Final EIR that the District will ultimately certify for the project. Due to its large volume, the text of the Draft EIR is not included in the subsequent Response to Comments / Final EIR or this Final Addendum; however, it is included by reference and is part of the Final EIR to be certified. This Final Addendum includes a final summary of the proposed project’s impacts, mitigation measures, and residual effects in Appendix C to this document.

The Marin Healthcare District, as Lead Agency, will make decisions on certification of this EIR, approval of a Mitigation Monitoring and Reporting Plan (MMRP) (included as Appendix B to

this document), and approval of the project. The District will consider the Final EIR before approving or denying the proposed project. Before the District may approve the project, it must certify that the Final EIR adequately discloses the environmental effects of the proposed project, that the Final EIR has been completed in conformance with the California Environmental Quality Act (CEQA), and that the decision-making body of the Lead Agency independently reviewed and considered the information contained in the Final EIR. Certification of the Final EIR would indicate the District's determination that the Final EIR adequately evaluates the environmental impacts that could be associated with the proposed project. No information provided in this Final Addendum document constitutes *significant new information* pursuant to Section 15088.5 of the CEQA Guidelines warranting a new notice and re-circulation for further comments and consultation.

Following this introductory chapter, this document is organized as described below.

- Chapter 2, *Additional Changes to the Draft EIR*, contains supplemental information and modifications to the text and exhibits in the Draft EIR or the Response to Comments / Final EIR document that are initiated by the Lead Agency or resulting from comments received.
- Chapter 3, *Responses to Comments Received on the Response to Comments / Final EIR*, contains each of the comments received on the Draft EIR and presents individual responses to the specific comments raised.

Appendices are provided following Chapter 3.

# CHAPTER 2

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## Additional Changes to the Draft EIR

### 2.1 Introduction

This chapter presents all the changes required to the Draft EIR. The changes are initiated by the Marin Healthcare District (District) as the Lead Agency, sometimes in response to public comments received. Changes include corrections and modifications to information presented in the Draft EIR or in the Response to Comments / Final EIR to ensure accuracy and clarity. Newly added text is shown in double underline format, and deleted text is shown in ~~double-strikeout format~~. The source of each change is noted in brackets following each change. Changes are listed in the order in which they would appear in the Draft EIR.

As indicated in Chapter 1 (Introduction), the entirety of the Marin General Hospital Replacement Building Project Final EIR consists of the Draft EIR and its Appendices; the Response to Comments / Final EIR document and its Appendices; and this Final Addendum to the Response to Comments / Final EIR (referred to as “Final Addendum”). Thus, the changes presented in this chapter are incorporated in and supersede corresponding original text in the Draft EIR, as well as any previously revised Draft EIR text presented in the Response to Comments / Final EIR.

### 2.2 Additional Revisions to Draft EIR

## Chapter 3, Project Description

- 1) Figure 3-14, Landscape Concept Plan, on Draft EIR page 3-38 is further modified from page 3-11 of the Response to Comments / Final EIR, as shown as Figure 3-14R on page 2-5, below. The figure is modified to be consistent, illustratively, with the proposed tree removals and replacements shown in Figure 4.C-2R, Tree Inventory and Plan, on page 3-21 of the Response to Comments / Final EIR. Seven (7) tree symbols immediately west and south of the proposed garage previously shown as new evergreen conifer trees are correctly shown to be retained existing trees. Two (2) tree symbols previously shown to be retained are correctly shown to be replaced with new oak woodland trees.

*[District Initiated]*

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- 2) The following additional text regarding a Tree Removal Permit is added under *County of Marin* at the top of Draft EIR page 3-68 (additional text regarding a Grading Permit, previously proposed on page 3-13 of the Response to Comments / Final EIR document, is also shown below for continuity):

The County would make decisions on the following discretionary actions (and other considerations and approvals) that have been identified at the time this EIR was prepared:

- Approval of Property Swap or Lease Agreement for construction of the Hillside Parking Structure (County Administrator);
- Design Review (pursuant to Development Code section 22.14.040, Special Purpose District Development Standards) (County Community Development Agency);
- Any work in the Bon Air Road Right of Way (County Public Works); ~~and~~
- Grading Permit for earthwork associated with the project;
- Tree Removal Permit (County Community Development Agency)
- Building Permit for Parking Structures and Ambulatory Services Building (County Building Department); and
- Elimination of parking spaces on Bon Air Road.

*[District Initiated]*

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- 3) The following text is changed in the second sentence of the third paragraph on Draft EIR page 3-27, under *Proposed Ambulatory Services Building Uses*:

The Ambulatory Services Building would be fully occupied ~~with outpatient hospital services~~ by physicians directly responsible for inpatient and outpatient continuity of care, and these services would be offered as accessory clinics and laboratories to the Hospital Replacement Building, as follows:

*[District Initiated; Comment PC-31]*

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## 4.A Aesthetics

- 4) The first sentence in the second paragraph on Draft EIR page 4.A-46 is further revised from page 3-14 of the Response to Comments / Final EIR to correct the total number of trees to be retained in-place, as follows:



A total of ~~150~~ 159 existing trees would be retained in-place and approximately ~~264~~ 304 new trees introduced to the site.

*[District Initiated]*

- 5) The following text on page Draft EIR 4.A-27 is revised as follows:

The following mitigation measure is recommended to reduce this impact to ~~less than significant~~.

**Mitigation Measure AES-1:** The applicant shall add taller tree cover, west of the Hospital Replacement Building, than shown in Figure 4.A-7 (photo “C”) of the Draft EIR to “break” up the building’s west facing facade, as seen from the Corte Madera Creek pathway looking east. In addition to the proposed relocated palm trees and deciduous trees proposed along the west portion of the project site, three to four tall evergreen conifers, such as redwoods or other tree of similar height and shape (e.g., columnar with a tall trunk without dense low branch cover) shall be added to the proposed landscape plan and installed prior to completion of the Hospital Replacement Building. These additional trees shall be adequately spaced in the area between the building and the west edge of the project site to prevent full blockage of views toward Corte Madera Creek, Creekside Marsh, Hal Brown Park and/or views Mt. Tamalpais from hospital rooms. Prior to the appropriate County design review and other approvals for the portion of the site near ~~Design Review approval of the~~ Hospital Replacement Building, the applicant shall present the final landscape plan to the County for conformance review with this measure.

The applicant shall install some of the new deciduous shade trees between the Hospital Replacement Building and the west property line along Bon Air Road (shown in Figure 3-14R, Landscape Concept Plan) at an earlier phase of work than site preparation for the Hospital Replacement Building. This would allow for some advanced growth of these trees before the Hospital Replacement Building is completed. The early-planted trees shall be spaced so that they do not block the views described above from hospital rooms. If the early-planted trees do not withstand the distress caused by construction activities occurring nearby, those trees shall subsequently be replaced with the same or like kind.

**Significance after Implementation of Mitigation Measure:** ~~Less than Significant and Unavoidable.~~

*[District-Initiated; Marin County Planning Commission (Comment PC-33)]*

This change also occurs to the AES-1 entries in the MMRP and Summary Table 2-1R (respectively, Appendices B and C to this Final Addendum).

- 6) The following text starting on page Draft EIR 4.A-28 is revised as follows:

**Mitigation Measure AES-2:** The most visible area of retaining walls along the south access road shall be altered by “stepping” the retaining walls on the hillside for the area that is within 250 feet of Bon Air Road. This shall only apply when retaining walls exceed five feet in height. The “steps” of the retaining walls shall be at least two feet in depth to allow planting areas, and the retaining wall heights shall be no greater than five feet. Evergreen plantings shall be added in the stepped portions of the walls to create a partially vegetated and more naturalized slope, more consistent with the existing vegetated area visible south of the proposed retaining wall, compared to 90-degree-vertical retaining walls with no vegetation. Prior to the appropriate County design review and other approvals for the portion of the site near ~~Design Review approval of~~ the Hospital Replacement Building, the applicant shall present the final south access road retaining walls and planting plans to the County for conformance review with this measure.

**Significance after Implementation of Mitigation Measure:** Less than Significant

*[District-Initiated]*

This change also occurs to the AES-2 entries in the MMRP and Summary Table 2-1R (respectively, Appendices B and C to this Final Addendum).

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## 4.B Biological Resources

- 7) The following additional text is added to the first paragraph of Mitigation Measure BIO-6a on page Draft EIR 4.C-31 as follows:

**Mitigation Measure BIO-6a: (Applies to Phases I-IV)** Prior to the removal of County Protected or Heritage trees, the project applicant shall apply for and obtain from the County a Tree Removal Permit. Prior to construction initiation for each project phase, the project applicant shall prepare a map indicating the size and species of trees to be removed and retained. In addition, the project applicant shall do all of the following:

*[District Initiated]*

This change also occurs to the BIO-6a entries in the MMRP and Summary Table 2-1R (respectively, Appendices B and C to this Final Addendum).

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## 4.M Transportation and Circulation

- 8) The following text on Draft EIR page 4.M-52 is further revised from page 3-41 of the Response to Comments / Final EIR:

**Impact TRA-7:** The Project, in conjunction with past, present and other reasonably foreseeable future development in the area, would increase traffic volumes on area roadways and affect levels of service at the local and CMP study intersections and freeways under Cumulative plus Project conditions. (Significant for intersection LOS and queuing on Bon Air Road/Sir Francis Drake Blvd, and freeway segment LOS)

**Mitigation Measure TRA-7:** If the proposed Highway 101 Greenbrae/Twin Cities Corridor Improvement project circulation improvement for Sir Francis Drake Boulevard (eastbound through lane at Eliseo Drive) is deemed feasible, the project applicant shall contribute proportional “fair share” contribution towards that improvement, based on the project’s percent contribution to the total cumulative year 2035 plus project volume at the intersection.

The project applicant shall contribute a proportional “fair share” towards the upgrade of A70 traffic signal controllers along Sir Francis Drake Boulevard at the affected intersections at the Wolfe Grade, La Cuesta, and Eliseo Drive intersections based on the percentage of p.m. peak-hour vehicle trips contributed to these intersections.

The project applicant shall contribute a proportional “fair share” towards an engineering study to evaluate the potential for increasing the westbound left-turn lane storage based on the percentage of p.m. peak-hour vehicle trips contributed to the Bon Air Road/Sir Francis Drake Boulevard intersection.

None feasible for intersection LOS at Sir Francis Drake Boulevard intersections at Wolfe Grade and La Cuesta Drive, and for queuing on Bon Air Road/Sir Francis Drake Blvd

None feasible for freeway segment LOS

*[District Initiated; PC-29]*

This change also occurs to the TRA-7 entries in the MMRP and Summary Table 2-1R (respectively, Appendices B and C to this Final Addendum).

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MARIN GENERAL PLANT LIST

- TREES**
- EXISTING
  - OAK WOODLAND (39)  
 Q. AEGLEONATA  
 Q. BENTONIANA  
 Q. LAURENSIS
  - EVERGREEN CONIFER (74)  
 P. BALSATA  
 P. SARGENTII  
 S. SEMPERVIRENS 'SANTA CRUZ'
  - DECIDUOUS SHADE (38)  
 A. CALIFORNICA  
 L. CALIFORNICA  
 P. CALIFORNICA  
 P. CALIFORNICA  
 P. CALIFORNICA
  - ORNAMENTAL/ACCENT (18)  
 A. CALIFORNICA  
 L. CALIFORNICA  
 P. CALIFORNICA  
 P. CALIFORNICA
  - PALM (35)  
 P. CALIFORNICA  
 P. CALIFORNICA
- (304) TOTAL TREES PROPOSED

BUILDING INVENTORY

- 1 EXISTING WEST WING
- 2A EXISTING CENTRAL WING
- 2B EXISTING EAST WING
- 3 EXISTING MENTAL HEALTH
- 4 EXISTING BULK OXYGEN
- 5 EXISTING INFORMATION TECH OFFICES
- 6 HOSPITAL REPLACEMENT BUILDING
- 7 AMBULATORY SERVICES BUILDING
- 8A PARKING STRUCTURE
- 8B HILL SITE PARKING STRUCTURE
- 9 UNDERGROUND GENERATORS

LANDSCAPE INVENTORY

- A ENTRY FOUNTAIN
- B COVERED DROP-OFF
- C BUS STOP
- D CAFE TERRACE
- E OUTDOOR COURTYARD
- F COVERED WALK
- G SUNKEN GARDEN
- H UPPER TERRACE
- I SHADE GARDEN
- J BIOSWALE PLANTING
- K GREEN ROOF
- L STORMWATER GARDEN
- M SCREENING TREES



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# CHAPTER 3

## Responses to Comments Received on the Response to Comments / Final EIR

### 3.1 Commenters

This chapter identifies commenters on the Marin General Hospital Replacement Building Project Response to Comments / Final EIR and presents copies and summaries of all comments received. This chapter also presents responses to all comments received. The following Table 3-1 lists correspondence received by hand-delivered mail or electronic mail as of the close of the public comment period at 5:00 p.m. April 11, 2013. The table also lists persons who commented in person at the April 22, 2013 Marin County Planning Commission Public Information Meeting.

**TABLE 3-1  
COMMENTERS ON THE RESPONSE TO COMMENTS / FINAL EIR**

Commenters Submitting Written Comments		Correspondence Received	Correspondence Dated
<b>PUBLIC AGENCIES</b>			
A	California Department of Transportation, Local Development – Intergovernmental Review Eric Alm, District Branch Chief	4/11/13	4/11/13
B	Marin Healthcare District Jon Friedenber, Chief Fund and Business Development Officer	-	4/18/13
<b>ORGANIZATIONS</b>			
C	Marin Audubon Society, Barbara Salzman and Phil Peterson, Co-chairs, Conservation Committee	4/11/13	4/10/12 [sic]
<b>INDIVIDUALS</b>			
D	Xantha Bruso	4/10/13	4/10/13
E	Elaine Gentile	-	4/18/13
F	Amahid Kajazi and Mr. Don Dickenson	4/22/13	-

**TABLE 3-1 (Continued)**  
**COMMENTERS ON THE RESPONSE TO COMMENTS / FINAL EIR**

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**Commenters Who Spoke at the Marin County Planning Commission Meeting - April 22, 2013**

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Marin Conservation League,  
Ann Thomas

Kentfield Planning Advisory Board,  
Anne Peterson, KPAB Chair

County of Marin Planning Commission

Wade Holland (Chair)

Don Dickenson (Vice Chair)

Katherine Crecelius

Ericka Erickson

Joan Lubamersky

John Eller

Peter Theran

---

## 3.2 Comments and Responses

Responses focus on comments that pertain to the adequacy of the analysis in the Draft EIR, information presented in the Response to Comments / Final EIR, and to other aspects pertinent to the potential environmental effects of the proposed project. Comments that address topics beyond this purview are noted as such for the public record. Where comments have triggered changes to the Draft EIR or Response to Comments / Final EIR, these changes appear as part of the specific responses and are consolidated in Chapter 2 (Additional Changes to the Draft EIR), where they are listed in the order that the revision would appear in the Draft EIR document.

### Written and Oral Comments

Starting on the following page, each comment received in writing is identified by a letter designator (e.g., “Letter A”), and the set of responses to each letter is presented immediately following the full letter or email.

This chapter also presents the public comments made at the information meeting before the County of Marin Planning Commission, with the responses to each speaker’s comments immediately following each comment. All comments made at the public meeting are shown in *bold italics* type, as are any responses provided by District representatives or its consultants during the meeting. The public comments have been summarized based on hand-notes taken by District consultants during the information meeting, which were cross-checked against the public video recording of the meeting (available on the County’s website) to ensure all comments were captured. This section also provides a response to a question that the District Board posed to staff at its May 14, 2013 meeting.



DEPARTMENT OF TRANSPORTATION

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*Flex your power!  
Be energy efficient!*

April 11, 2013

Mr. Ron Peluso  
Marin Healthcare District  
100B Drakes Landing Road, Suite 250  
Greenbrae, CA 94904

MRN101427  
MRN-101-8.6  
SCH#2011092057

Dear Mr. Peluso:

**Marin General Hospital Replacement Building Project / Final Environmental Impact Report**

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above.

In the response to A-1 in the Final Environmental Impact Report (FEIR). The existing volumes used in the US 101 Greenbrae Corridor Study on Table 4.M-5 appears to be significantly lower than the volumes in the Caltrans database. Our concerns are the differences in the volumes on the southbound segment from westbound Sir Francis and Southbound segment to Eastbound Sir Francis. Please see table 1 attached on the following page.

A-1

In addition, the submitted study (Table 4.M-5), only provides data for PM peak hours. AM peak hour data should to be submitted as well, if not, please include explanation in FEIR.

A-2

U.S. 101 Freeway Segment	Greenbrae Project Volumes				Submitted Study Volumes			
	NB		SB		NB		SB	
	AM	PM	AM	PM	AM	PM	AM	PM
North of Sir Francis Drake Blvd.	4270	5920	6820	5370	Not provided	5459	Not provided	4452
Sir Francis Drake Blvd. to Tamalpais Dr.	5560	7120	7540	6190	Not provided	6063	Not provided	5429
South of Tamalpais Dr.	5450	7340	7030	5710	Not provided	6358	Not provided	5052

Ramp/leg (PM)	Caltans Database Volumes		Greenbrae Project Volumes		Submitted Study Volumes	
	AM	PM	AM	PM	AM	PM
NB off to Sir Francis (8.451)	1997	2762	1950	2570	Not provided	Not provided
Seg NB off to WB Sir Francis (8.587)	832	1076	870	1270	Not provided	Not provided
Seg NB off to EB Sir Francis (8.588)	1370	1720	1080	1300	1193	1697
NB on From Sir Francis (8.846)	930	1689	890	1630	860	1722
SB on from Sri Francis (8.455)	3058	2778	2340	2150	Not provided	Not provided
Seg SB on from EB Sir Francis (8.621)	1740	1575	1250	1020	Not provided	Not provided
Seg SB on from WB Sir Francis (8.622)	1341	1547	1090	1130	520	416
Seg SB off to WB Sir Francis (8.74)	1084	826	790	650	Not provided	Not provided
Seg SB off to EB Sir Francis (8.741)	681	247	530	220	164	227
SB off to Sir Francis Drake (8.865)	1591	999	1320	870	Not provided	Not provided

In addition, the submitted study (Table 4.M-5), only provides data for PM peak-hours. AM peak-hour data should to be submitted as well, if not, please include explanation in EIR.

A-3

In the response to A-2 in the FEIR, the Level of Service intersection analysis should be updated for the Existing and Existing with Project conditions if the existing volumes are changed.

A-4

In response to A-3 in the FEIR and based on the US 101 Greenbrae Corridor Study, the Southbound connector off ramp from Sir Francis Drake Boulevard is not a free flow ramp, and the queuing on the ramp would extend to southbound mainline on US 101 in the Existing Condition. Any additional traffic on this southbound off ramp would have adverse impacts to the ramp and southbound mainline. Please suggest ways to mitigate this impact.

A-5

Queue analyses also are required for the Sir Francis Drake Boulevard / US 101 Southbound off ramp, Sir Francis Drake Boulevard / US 101 Northbound off ramp, and Sir Francis Drake Boulevard / Eliseo Drive intersection.

A-6

In response to A-4 in the FEIR, it should be clearly stated that the traffic volumes used for the intersections were from 2006, and the traffic volumes used for freeway segments were from 2010.

A-7

In response to A-5 in the FEIR, please add a note to clarify that Table 4.M-5 refers to mixed flow operations only and does not include high occupancy vehicle lanes.

A-8

In response to A-6 in the FEIR, the existing storage capacity between the Northbound US 101 on ramp from Sir Francis Drake Boulevard and the Southbound US 101 off ramp is approximately 275 feet for each of the two lanes, not 460 and 585 feet for the

A-9

Mr. Ron Peluso / Marin Healthcare District  
April 11, 2013  
Page 3

two lanes. We are concerned that there is not enough storage space and could back up to the mainline. Please suggest ways to mitigate these impacts.

↑ A-9  
| cont.

Should you have any questions regarding this letter, please contact Keith Wayne of my staff by telephone at (510) 286-5737, or by email at [Keith\\_Wayne@dot.ca.gov](mailto:Keith_Wayne@dot.ca.gov).

Sincerely,



ERIK ALM, AICP  
District Branch Chief  
Local Development – Intergovernmental Review

c: Scott Morgan, State Clearinghouse

## Letter A Response – Department of Transportation

A-1: As stated in response to Comment A-1, on page 5-4 of the Response to Comments / Final EIR document, the existing freeway segment volumes used from the Highway 101 Greenbrae/Twin Cities Corridor Improvements study were the most up-to-date volumes for analyzing mainline US101 freeway segments in the project study area (2009). Upon receipt of Caltrans comments (dated October 11, 2012) indicating that these volumes may be low, Caltrans staff was contacted directly in an effort to obtain more information and/or more recent volumes. A detailed message was left for Mr. Yatman Kwan, AICP, Caltrans. There was no response from this inquiry. Regardless, all studied US101 freeway segment have been re-analyzed for the PM peak hour based on updated volumes supplied by Caltrans and the recently updated Highway 101 Greenbrae/Twin Cities Corridor Improvements Final Traffic Operations Report (April 12, 2012). As previously stated, the Marin Congestion Management Plan has an LOS standard of E for basic freeway segments. This LOS standard is based on the PM peak hour commute direction volume/capacity ratio consistent with CMP methodology. Using updated freeway segment volumes, all analyzed freeway segments would remain within the County's threshold of LOS E for Existing, Existing plus Project, Short-Term Year 2018 (no project), and Short-Term Year 2018 plus Project conditions. The one exception would be the US101 northbound segment between Tamalpais Drive and Sir Francis Drake Boulevard. As previously identified in the Draft EIR, this segment is operating at LOS F under existing conditions and would continue to do so under existing plus project and short-term year 2018 plus project conditions. These findings are unchanged from stated Draft EIR levels.

With Cumulative Year 2035 (No Project) conditions, one additional freeway segment would be operating at LOS F (the southbound segment of US101 between Tamalpais Drive to Sir Francis Drake Boulevard). With proposed project traffic, volume/capacity ratio would not increase beyond 0.01. Therefore, Draft EIR findings on US101 freeway segment operations would be consistent with more recent Caltrans volumes provided (see **Appendix A**, Basic Freeway Segment LOS Sheets, to this document).

A-2: The PM peak hour was analyzed for US101 freeway segment operation to be consistent with the Marin County Congestion Management Plan. As previously stated, the LOS standard for basic freeway segments is E (U.S. 101, Interstate 580, and State Route 37). This LOS standard is based on the PM peak hour commute direction volume to capacity ratios consistent with CMP methodology. However, certain freeway segments that operated at a lower LOS threshold have been “grandfathered” into the system. For U.S. 101 freeway segments, this includes the segment between Sir Francis Drake Boulevard and I-580. Based on the most recent Marin CMP, this segment was shown operating at LOS E for the northbound commute direction (2009 Marin CMP).<sup>1</sup>

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<sup>1</sup> DKS Associates, *Marin County Congestion Management Program, Transportation Authority of Marin (TAM), 2009 Update.*

- A-3: See response to Comment A-2, above.
- A-4: Existing and Existing plus Project freeway segment operation has been updated using new Caltrans volumes. Draft EIR findings would remain unchanged using new volume data. Also see response to Comment A-1, above.
- A-5: The phrase “free-flow” ramp for the southbound connector off-ramp from US101 to westbound Sir Francis Drake Boulevard is not a good description of traffic flow conditions. A better description would be “uncontrolled.” Mitigation has been suggested for the Eliseo Drive/Sir Francis Drake Boulevard which could benefit traffic flows and the proposed project would be contributing its “fair share” towards these improvements. Traffic mitigation recommended for the intersection is consistent with the most recent Highway 101 Greenbrae/Twin Cities Corridor Improvements study (April 12, 2012) and if deemed feasible, would improve overall intersection operation. This would allow westbound flow from the US101 southbound off-ramp onto westbound Sir Francis Drake Boulevard to proceed more efficiently.
- A-6: A vehicle queuing analysis was performed for US101 southbound off-ramp/Sir Francis Drake Boulevard and US101 northbound on-off ramp/Sir Francis Drake Boulevard based on previous Caltrans comments and provided as part of the response effort. The Eliseo/Sir Francis Drake Boulevard intersection is located 800-900 feet west of the interchange and is not under Caltrans control. No vehicle queuing analyses was performed for the Eliseo Drive/Sir Francis Drake Boulevard intersection. However, the project will participate (via proportional fair share contribution) to potential improvements at this intersection which could improve overall operation at the interchange, particularly to/from the west on Sir Francis Drake Boulevard. In addition, the project incorporated the most up-to-date program for arterial system synchronization (PASS) signal timings at this intersection (and others along Sir Francis Drake Boulevard) based on County input and the stated Synchro intersection LOS/delay in the Draft EIR is consistent with findings (Synchro timing sheets) supplied by the County.
- A-7: Traffic volumes used for all intersection analysis was based on new year 2010 traffic counts performed at the time of the analysis. US101 freeway segment analysis was based on a year 2009 analysis (Fehr & Peers, Highway 101 Greenbrae Corridor---Year 2035 Traffic Forecasts, May 4, 2009) that contained freeway segment volume counts conducted in 2006. However, these freeway segment volumes have now been updated as part of this response effort (see response to Comment A-1, above).
- A-8: Stated freeway segment operations refer to mixed-flow operations and do not include high-occupancy-vehicle (HOV) lanes.
- A-9: The storage capacity between the SFDB southbound off-ramp and northbound on-ramp at the US101 interchange is approximately 275 feet. However, these eastbound storage lanes on SFDB extend much further (west) of the southbound off-ramp for a total of 460-585 feet and are used as such. These two lanes are used exclusively for eastbound motorists wishing to turn left to gain access onto the northbound US101 on-ramp.



April 18, 2013

Marin County Planning Commission  
Attn: Debra Stratton  
3501 Civic Center Drive, Room 308  
San Rafael, CA 94903

Dear Commissioners,

The Marin Healthcare District greatly appreciates the opportunity to receive the Commission's comments on the Hospital Replacement Project EIR.

Serving as the lead agency for most projects in the county, the Planning Commission has experience and insight that the healthcare district respects and values and we are sincerely looking forward to receiving whatever advice and counsel you may have regarding this project.

We have held several public hearings on the EIR draft. In addition, we have held more than 50 briefings on the proposed project with various public and non-profit groups. These include numerous meetings with the Kentfield Planning Advisory Board, the Sierra Club, the Marin Conservation League, the League of Women Voters, every City Council in the healthcare district and a wide range of civic groups from local Rotary Clubs, Chambers of Commerce, senior centers and neighborhood organizations.

We also have a community advisory committee that includes elected officials and community leaders who meet periodically with the project leadership team and provide us with their thoughts on an ongoing basis.

B-1

This project will replace the inpatient beds and services currently located in our central and east wings. These wings are the original buildings that opened in 1952 and 1963 respectively. Given that hospital facilities typically have a shelf life of around 50 years, even if the state was not requiring us to build a new hospital in order to meet the new seismic standards, we would need to build a new Marin General Hospital.

In addition to being Marin County's only designated trauma center, Marin General is the only provider of a wide range of acute care services in Marin County. These include cardiac surgery, labor and delivery, neurosurgery, vascular surgery, radiation oncology, inpatient pediatrics, and other life saving services, diagnostics, treatments and programs.

Given the central role that Marin General plays in the health and well-being of our community, it is essential that we get this project right. Your efforts will help us do that.

Sincerely,

  
Jon Friedenberg  
Chief Fund and Business Development Officer  
Marin Healthcare District

100B Drakes Landing Road, Suite 250

415-464-2090

Greenbrae, CA 94904

Fax 464-2094

## Letter B Response – MHD

B-1: The comment addresses the merits of the proposed project and does not address the adequacy of the Response to Comments / Final EIR. The comment is noted.

April 10, 2012

Ron Peluso, Program Manager  
c/o Marin Healthcare District  
100 B Drakes Landing Road, Suite 250  
Greenbrae CA 904904

RE: MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT  
FINAL EIR

Dear Mr. Peluso,

Thank you for responding to our comments on the draft EIR. Our comments on the FEIR responses are below:

**Biological Resources**

Response I-2. Thank you for clarifying that the number of trees planned for removal by the project that would fall under the county’s “Protected Tree and Heritage Tree” ordinance would be 143.. While a slight improvement, even that lower number is enormous number of mature trees to be removed under any circumstances.

C-1

Response I-3 This response provides a number of reasons why the tree loss is not significant: that the project site is fully developed and landscaped; that remnants of native grass and wildlands only exist on certain slopes; the value of remaining habitats is degraded by invasion of non-native plants species; and vegetation management focused on fuel reduction.

In response to this discussion, one could claim that only remnants of native vegetative species exists for most of Marin and probably California. While wildlife undoubtedly use trees and shrubs that are adjacent to buildings and parking lots, it is the loss of currently undeveloped areas that are of the greatest concern in terms of habitat loss. The property is developed, but it is not “fully” developed. There are large areas that are colonized with oaks and other trees and grasses. While most of the undeveloped areas are surrounded by development, they are not entirely isolated. There are some other undeveloped segments nearby and Creekside Park is just across the street, easily accessible for birds in particular.

C-2

Simply because only remnants of native vegetation remain and are degraded by invasion of non-natives, is not reason to dismiss those remnants as expendable. In fact, their rarity renders them even more important to retain and restore or replace if they cannot be retained, and their degraded condition warrants restoration not destruction. If these habitats are being degraded due to fuel reduction practices, we suggest that those practices be stopped and replaced by more environmentally responsible practices.

Response I-5 This response states that the planting of 264 trees and the relocation of 35 others on-site is not mitigation. Instead BIO-6d is cited as indicating the tree work is necessary to prevent the spread of the pathogen SOD. The validity of this impact discussion is highly questionable. The FEIR does not report how many trees on-site harbor this pathogen. Our count indicates only four. This does not justify

C-3



removing 143 trees to control this pathogen particularly when there are other means now to address SOD without removing trees.

C-3  
cont.

The discussion goes on to state that the project would add more trees, an additional 40, for a total of 304 to minimize (in other words mitigate) light and glare impacts of nighttime lighting. The discussion further states that the proposed plant list includes water-wise trees on MMWD’s plant list and that the overall intent is to supplement appropriate areas of the site with native oaks and grasses as described in the *Landscaping Plan* and that ultimately the final *Landscaping Plan* will adhere to the county tree ordinance and the county’s Design Review for the project.

C-4

These are all vague promises to comply with other plans some time in the future. Such deferrals are not permitted by CEQA Guidelines. It is not clear what these plans require or whether the plans are even consistent. Therefore, the public and decision-makers do not know what they would be getting. It is our understanding that the county ordinances require native plants but that MMWD guidelines do not. The requirements in those ordinances and plans should be described in the EIR to adequately inform the public and decision-makers.

The removal of 143 mature trees under any circumstances would be a significant impact. Trees provide not only habitat but other environmental services, including clean air, slope stabilization, noise moderation and aesthetics. If the project is committing to planting 264 or 304 trees, we have to ask why the EIR is intent on avoiding identifying these planting as mitigation. Perhaps there is interest in not being held to actually planting a specific number of plants or species. Perhaps the interest is in avoiding mitigation monitoring requirements by state law. If the replanting is not a mitigation measure then monitoring and maintenance requirements under state law would not apply. This means that the project proponents would be free to remove trees, not plant some or all of the trees, or not replant trees that may not survive. It is not even certain that tree replacement would fall under the county’s Design Review, or if it does, it may be that the project proponents may want to seek different numbers during that process.

C-5

If the planting of the 264 trees is not mitigation, then mitigation must be provided for the removal of the 143 trees, because this is a significant tree loss and it should be identified as such. New trees should provide the same habitat for wildlife as the current mature trees, and should be planted at a ratio of 2:1, as we believe is called for in the county ordinance. The tree program should be required to “minimize the nighttime effect of light and glare” and block views. Finally, the hospital should be required to prepare a mitigation and monitoring plan that commits them to monitor the survival of the planted trees, and to remain responsible for upkeep and replacement of trees that do not survive. This should be recommended in the EIR and required of the project proponents. Vague promise cannot be relied upon and do not meet CEQA Guidelines.

C-6

**Drainage/Water Quality**

Response I-9 Thank you for the new figure showing the design and location of bio-retention basins also in response to D-10 and shown on figure 3-18. This figure, however, does not include a drainage plan that shows how runoff will be directed to these basins. In addition, to ensure the ongoing effectiveness of these basins, there should be a recommendation that a maintenance plan be prepared that provides a monitoring schedule and requirements that any problems be corrected promptly.

C-7

Response I-10 Please clarify an apparent inconsistency in this response. The second sentence states “The district has elected to remove the bioswales elements previously proposed in the ROW...” But the last sentence appears to contradict that statement: “These features are retained on the project site as shown on figure 2-18.” Where are the bioswales that are in the ROW? Are these bioswales are in the project or out?

C-8

## Comment Letter C

Regarding the sentence “The commenter provides no evidence that such long-term water quality elements would cause adverse impacts to water quality.” It is the responsibility of the applicant to provide evidence their project is not going to cause adverse impacts.

C-9

### Alternatives

Responses I-12,13 We do not consider Alternative 3 is sufficiently reduced intensity nor does it provide sufficient environmental benefits to warrant being considered environmental more sensitive alternative. The area that is to be maintained in a natural state is the historic garden.

C-10

Sincerely,

Barbara Salzman, Chair  
Conservation Committee

## Letter C Response – Marin Audubon Society

- C-1: The comment asserts that the removal of 143 protected trees that fall under the “Protected Tree and Heritage Trees” ordinance is “enormous” [in number], but does not offer information to substantiate that the removal of this number of trees would be a significant CEQA impact. Pursuant to CEQA, tree removal is examined under the significance criterion that determines whether a project conflicts with any local policies or ordinances protecting biological resources, such as the Marin County Native Tree Protection and Preservation Ordinance (see Draft EIR page 4.C-19 describing the ordinance; see *Significance Criteria* on Draft EIR page 4.C-20). The analysis of tree impacts (Impact BIO-6, starting on Draft EIR page 4.C-31) considered the County tree ordinance. Because there are no fixed ratios for tree replacement under CEQA, the mitigation defers to the local ordinance. The County’s tree ordinance requires a native tree replacement to mitigate for any trees removed under the provisions of the ordinance, but it does not specify a ratio. For this project, the mitigation measures specifies that 304 trees will be replacing the 143 protected trees that will be removed, resulting in a more than 2:1 ratio.
- C-2: The commenter states that the analysis and previous responses dismiss the existing habitat value on undeveloped portions of the project site, and that if that value was appropriately considered, the potential effect of tree removal proposed by the project would be a significant impact. The analysis of Impact BIO-3 acknowledges the reduced habitat value on and around the project site, as well as the remaining habitat that could be potentially impacted. A potentially significant impact was identified, and Mitigation Measures BIO-3a and BIO-3b (starting on Draft EIR page 4.C-26, with a minor revision on page 3-18 of the Response to Comments / Final EIR), are identified to avoid and/or reduce adverse effects of vegetation removal on species. Implementation of Mitigation Measures BIO-3a and BIO-3b would reduce the impact to less than significant. It is important to distinguish this impact assessment from the less-than-significant impact assessment of tree removal in terms of compliance with the local tree ordinance, discussed above in response to Comment C-1.
- C-3: Mitigation Measure BIO-6d applies to all tree work on the project site and is identified to prevent the potential spread of the pathogen that causes SOD. The commenter erroneously concludes that the project proposes to remove 143 protected trees to address the pathogen. Of the trees surveyed, nine (9) are SOD symptomatic, or are located against or adjacent to SOD symptomatic trees (see Appendix C, Tree Inventory Detail, to the Response to Comments / Final EIR). While this is a small percentage of the total trees surveyed, SOD presents a serious threat and is prevalent in Marin County. Tree work on the project site, including pruning of roots and limbs and tree removal, has the potential to spread the pathogen that causes SOD, thus the identification of Mitigation Measure BIO-6d. All trees to be removed (including the 143 protected trees), are proposed for removal based on the assessment of where new development would require the tree’s removal or relocation, as well as a consideration of each tree’s health, structural

conditions, species characteristics, infrastructure conflicts, and an overall assessment of its suitability for preservation (Urban Forestry Associates, 2010, 2011, 2013).

- C-4: Overall, the Draft EIR (and where warranted the subsequent Response to Comments / Final EIR) thoroughly describe the proposed project to the level of detail known; identify regulatory requirements to which the project will be required to comply; discuss the extent to which the project adheres to such requirements that are relevant to the CEQA analysis; and identify mitigation measures that the project will be required to implement to reduce significant impacts.

With regard to trees, response to Comment I-5 in the Response to Comments / Final EIR offers further detail to the Draft EIR on the project's compliance with applicable regulatory requirements, particularly the County's tree ordinance (even though it is stated clearly that the project is not necessarily subject to the County's ordinance). Development of the project's plant list shown on Figure 3-14R, Landscape Concept Plan, on page 3-11 of the Response to Comments / Final EIR Plant List (with minor modifications shown on page 2-5 of this document, see response to Comment PC-15 in this document) was developed in consultation with the County's tree ordinance as well as the Marin Municipal Water District's (MMWD) Invasive Plant List (accessible at [http://www.marinwater.org/documents/MMWD\\_Invasive\\_Plant\\_List.pdf](http://www.marinwater.org/documents/MMWD_Invasive_Plant_List.pdf)). Also, regarding light and glare effects discussed starting on page 2-22 of the Response to Comments / Final EIR, the project's landscape plan will further minimize the less-than-significant effects of nighttime light and glare and the visibility of the proposed Hillside Parking Structure from hillside residential areas (see the further revised Figure 3-14R, mentioned above). The project's characteristics avoid a significant impact requiring mitigation.

Once approved by the District, the project will conduct tree removal, replacement, relocation, and new plantings pursuant to the plans analyzed in the EIR. The County's discretionary design review (as specified on Draft EIR page 3-68) will consider, separate from this CEQA analysis, a finding of whether the project would be "...properly and adequately landscaped with maximum retention of trees, native plants, and other natural features consistent with fire safety requirements" (pursuant to Code Section 22.42.060). It is possible that during the design review process modifications may be made to the landscape plan, plant list, and/or proposed tree removals or relocations, but not to a level that would substantially change the environmental analysis impact conclusions in this EIR.

Moreover, the Draft Mitigation Monitoring and Reporting Program (MMRP) for the proposed project (Appendix B to the Response to Comments / Final EIR) has been developed in coordination with County of Marin staff to specify the program for implementation, oversight, monitoring and reporting of compliance of specified mitigation measures as well as development of the project pursuant to approved plans.

- C-5: See responses to Comments C-1 and C-4, above.

- C-6: See responses to Comments C-1 and C-4, above. Also, Mitigation Measure BIO-6c requires the applicant to develop and implement a five-year monitoring program with specific performance standards for any required replacement plantings.
- C-7: The project will prepare a site-specific drainage plan as necessary to support the District's application for a County-issued grading permit for the project. The stormwater control plan, flow calculations, and drainage infrastructure described and assessed in several sections of the Draft EIR are adequate to conduct the CEQA analyses of stormwater drainage and utilities. In addition to the Figure 3-18, Stormwater Control Plan, on page 3-11 of the Response to Comments / Final EIR, see the discussion of *Storm Drainage and Erosion Control* on Draft EIR page 3-51; see the discussion of *Sustainability Elements* on Draft EIR page 3-41; and see discussion of *Drainage Patterns* (Impact HYD-3) starting on Draft EIR page 4.H-20.
- C-8: As stated in response to Comment I-8 in the Response to Comments / Final EIR, the District has elected to remove the bioswale elements previously proposed in the ROW, *however*, (emphasis added for clarity) bioswales are retained on the project site, as shown in new Figure 3-18 (referenced in response C-7, above). As shown in Figure 3-18 (referenced above in response to Comment C-9), vegetative bioswales continue to be shown in areas throughout the project site.
- C-9: The project's potential effect on water quality, including consideration of the proposed vegetative bioswales (a Low Impact Development [LID] stormwater treatment measure) is analyzed in Impact HYD-1, in Section 4.H, *Hydrology and Water Quality*, as modified starting on page 3-28 of the Response to Comments / Final EIR. The impact is considered less than significant.
- C-10: Responses to Comments I-12 and I-13 in the Response to Comments / Final EIR fully address the consideration of Alternative 3 as an environmentally superior alternative compared to the proposed project and the other alternatives the Draft EIR considered. The previous responses also state that the Draft EIR considered a reasonable range of alternatives that meet the mandates of CEQA, which does not require that each and every possible alternative to a project be considered. The range of alternatives considered in the Draft EIR provides the information necessary for the District to fully consider the comparative effects of other scenarios, particularly with regard to significant environmental effects.

**From:** Xantha Bruso [<mailto:xantha.bruso@gmail.com>]  
**Sent:** Wednesday, April 10, 2013 10:34 PM  
**To:** [ron.peluso@vertranassociates.com](mailto:ron.peluso@vertranassociates.com)  
**Subject:** Marin General FEIR

Hello,

I would like to submit a comment on the Marin General Hospital FEIR. I am a neighbor to the hospital at 59 Bayview Road and walk or drive by the site every day. I noticed that the setback of the parking garage fronting Bon Air Road would be only six feet to the property line at the western corner where the road curves south, as indicated in Figure 2-7. For pedestrians on the sidewalk, this large parking structure would present a huge visual barrier, and the narrow spot where the corner of the garage meets the sidewalk could prove to be dangerous for the many young children who walk and bike on this sidewalk, as they may not be able to see other pedestrians or bikers coming from the other direction. If there is not sufficient lighting at night, this corner could be VERY dangerous. I strongly encourage you to redesign the corner of this parking garage so that it is angled and/or set back further from the sidewalk. The height and stark, flat facade of the garage, coupled with its proximity to the sidewalk, will also make the building seem very large and imposing. Given that it is a parking garage and there don't appear to be any street-level features to make this building less imposing to those walking by, it will be unpleasant and possibly unsafe to have such a large building with no street-level windows, commercial space, or other welcoming features right up against the sidewalk. Please reconsider the design of this corner of the parking garage. It would result in a much better project that would fit better in its location if you did.

D-1

Thank you,  
Xantha

## Letter D Response – Xantha Bruso

D-1: The visual effects of the proposed project measured against the significance criteria considered for the purposes of CEQA are thoroughly analyzed in Section 4.A, *Aesthetics*, of the Draft EIR, and in Chapter 2 (Project Clarifications and Additional Information) of the Response to Comments / Final EIR. The comment suggests that the size, location, and design of the Bon Air Road Parking Structure would adversely affect the safety of pedestrians, children, and bicyclists walking/riding along the sidewalk, northbound in front of the project. The commenter asserts that where the proposed garage is set back approximately six (6) feet from the property line /sidewalk, a visual barrier would be created that would limit or preclude the ability for pedestrians and bicyclists traveling along the sidewalk near and adjacent to the garage from seeing other pedestrians and bicyclists approaching from the opposite direction along the same sidewalk.

A review of Figure 2-7, Bon Air Road Parking Structure Site Plan, on page 2-12 of the Response to Comments / Final EIR, clearly shows that the proposed structure would not impair the sight lines along the length of the sidewalk near and adjacent to the garage, given the gentle curve of the sidewalk. Moreover, the transportation analysis in the Draft EIR considered and found less than significant potential safety issues related to the pedestrians and bicycles with respect to their points of interface with vehicles (and transit), specifically on public roadways (Impact TRA-2 on Draft EIR page 4.M-34).

The comment also contends that the height, façade design, and lack of active ground-floor use of the Bon Air Road Parking Structure would contribute to the impaired safety of passing pedestrians. These considerations do not address CEQA criteria and relate to the project's design merits, which the County will assess in its design review separate from this CEQA analysis. See response to Comment PC-20 regarding the aesthetics effects of, and proposed design measures applied to, the Bon Air Road Parking Structure.

Dear Planning Commissioners,  
I have a condominium at  
624 Via Casitas - Greenbrae Ca.

2 things I am concerned  
about with the development of  
a hillside parking lot for  
Marin General Hospital.

① It may take away my  
special Mt Tamalpais view  
which would diminish my property  
value and "view."

E-1

② The fumes from the  
automobiles would escape into  
the units (condominiums) above the  
parking lot along with increased  
noise levels.

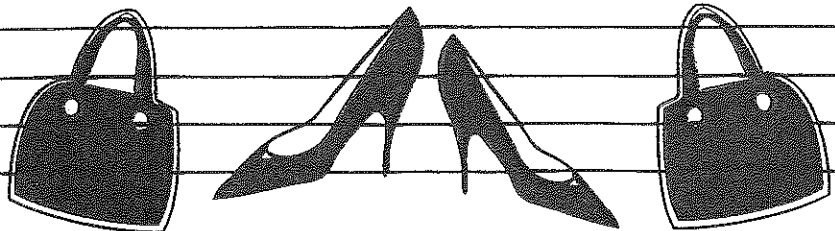
E-2

Please consider the limitations  
of this project.

E-3

Thank You!

Sincerely,  
Elaine Gentile  
Elaine Gentile  
36 Fern Ave  
Mill Valley CA 94941





## Letter E Response – Gentile

- E-1: See the detailed assessment of the project’s potential effects on existing vistas from public views in Section 2.2 of the Response to Comments / Final EIR, which includes supporting photo simulations that supplement those provided in Section 4.A, *Aesthetics*, of the Draft EIR and supports the less-than-significant impact determination. Draft EIR Figures 4.A-9 and 4.A-12 offer representative view toward existing visual resources from the Via Casitas area. Figures 2-11 through 2-14 in the Response to Comments / Final EIR offer further representative views from the area of Via Casitas. It is also relevant to see the discussion of *Treatment of Private Views Under CEQA*, on page 2-29 of the Response to Comments / Final EIR.
- E-2: See response to Comment M-1 on page 5-98 of the Response to Comments / Final EIR, which presents additional information to that presented in the Draft EIR about the potential effects of noise and air quality effects (during construction and operations), on residences located closest to the proposed Hillside Parking Structure.
- E-3: The District will consider the environmental effects of the project prior to its decision on certification of the EIR, in advance of its decision on the project.

I live at 69 Corte  
Oriental, behind MGH  
and the new Bldg will  
effect our view and other  
Units plus lots of noise.  
This will drop our  
Property Value too.

F-1

Anahid Kazazi 415 925 1315

Mr. Don Dickenson

Submitted at PC Meeting 4/22/13 (MGH)

## Letter F Response – Dickensen

F-1: See responses to Comment E-1 and E-2 in this document, which also apply to the hillside area that includes Corte Oriental. Also, from a review of Figure 4.A-7 on Draft EIR page 4.A-15, it appears that the Hospital Replacement Building may obscure some private views of the Corte Madera Creek area from some residences on Corte Oriental, but the Draft EIR discussion of private views (discussed in response to Comment E-1, above) applies to this effect as well as the Hillside Parking Structure effect, and it does not qualify as a significant CEQA impact.

## Oral Comments Received at the April 22, 2013 County of Marin Planning Commission Meeting

### Marin Conservation League, Ann Thomas

**PC-1:** *The Transportation Demand Management (TDM) program proposed by the project is inadequate. The project should provide a more robust program to address the high rate of single occupancy vehicles (SOV) and parking issues. Specifically consider (1) District shuttles from satellite parking lots to serve East Bay and Sonoma County workers, and (2) two-hour or four-hour parking restrictions along Bon Air Road.*

**RESPONSE:** The TDM program developed for the proposed MGH Replacement Building project was done in concert with 511.Org. 511.Org is a San Francisco based organization that provides comprehensive, accurate, reliable and useful multimodal travel information to Bay Area agencies and/or travelers to improve all transit mode use and reduce dependence on single occupancy vehicles. Specific to the proposed project, 511.Org staff conducted an employee commute survey for all MGH staff to develop a TDM program tailored to employee needs and travel modes. Based on a 32 percent response (deemed satisfactory by 511.Org), the study yielded substantial information on employee commute patterns, commute problems/issues, and employee interest in alternative commute modes. From this survey, 511 Rideshare staff has recommended the following measures specific to MGH employee travel characteristics:

1. MGH will develop an employee commute program with specific actions and goals. Commute alternatives will be clearly identified through employee information efforts;
2. MGH and 511 Rideshare will work together to provide carpool and vanpool matching for employees;
3. The proposed MGH Replacement project will incorporate employee showers and secure bicycle parking facilities to encourage bicycle use by MGH employees.

511 Rideshare indicates that implementation of just these TDM measures (among many suggested) could reduce vehicle trips to/from the hospital campus by 10-15 percent over a two to five-year period. In addition, reduced auto dependency would effectively lower the projected MGH parking demand by approximately 115 spaces (at buildout), assuming the Ambulatory Service Building employees and the on-site County employees would also participate in the TDM program.

With a potential decrease in parking demand of 115 spaces due to TDM measures, the project applicant would eventually be able to reduce year 2035 plus project (buildout) parking demand (1,172 space demand – 115 spaces = 1,057 space demand) providing a 22 space surplus. All MGH-related vehicles would be able to park on-site without requiring a long-term parking agreement with Saint Sebastian Church for an additional

90 spaces. Also, as discussed on Draft EIR page 4.M-54, parking adequacy is not a CEQA topic.

In addition, MGH will implement a vanpool and vanshare program to reduce employee travel to/from the hospital and provide shuttle service to outlying Medical Office Buildings (MOB), and off-site parking. Specifically, a van pool would reduce SOV employee travel to/from the hospital. This vanpool would be in use during AM and PM commute periods. During the day (when the van would be parked), it would then be used as a vanshare or vanshuttle providing service to outlying MOB's. Vanpool use would be monitored by on-site MGH TDM staff and/or with 511.Org staff over the first 12-24 months of the TDM program. MGH would reserve the right to discontinue the service if the van pool is not successful in order to find a more effective TDM program.

With regard to existing parking along the east (hospital) side of Bon Air Road, it has been recommended that the County employ 2-hour/4-hour parking limits along the east side of the roadway to allow for adequate turnover for competing park, recreation, and hospital uses and to prevent MGH employees from parking along the roadway for entire daytime periods.

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## Kentfield Advisor Board, Anne Peterson

**PC-2:** *Address the aesthetics of the massive structures along Bon Air Road, both the proposed Bon Air Road Parking Structure and the proposed Hospital Replacement Building.*

**RESPONSE:** See response to Comment PC-20 regarding the aesthetics effect of the Bon Air Road Parking Structure, and see response to Comment PC-33 regarding the aesthetics effect of the Hospital Replacement Building.

**PC-3:** *The two proposed stoplights will back up traffic on Bon Air Road.*

**RESPONSE:** Planned signals at the main MGH north and south driveways would operate at acceptable levels (LOS D or better) with both short-term year 2018 plus project and cumulative year 2035 plus project conditions. In addition, signal coordination between the two planned signals and/or the Bon Air Road/Sir Francis Drake Boulevard intersection would ensure maximum vehicle progression along Bon Air Road.

**PC-4:** *The project should address traffic backups at Sir Francis Drake Boulevard / Marin Country Mart. Will existing congestion around Larkspur Landing get worse with the project?*

**RESPONSE:** Intersection LOS calculations for the mid-day peak hour indicate that the Larkspur Landing West and East intersections at Sir Francis Drake Boulevard would operate at LOS D and C under short-term plus project and cumulative plus project

conditions, respectively. During the peak AM commute period, the proposed project would be adding 6 eastbound trips and 21 westbound trips to Sir Francis Drake Boulevard. During the PM commute period, the proposed project would add 23 eastbound trips and 10 westbound trips to the roadway. However, these would be through-trips on the roadway rather than turning movements to/from the Larkspur Ferry Terminal or Larkspur Landing which add to existing congestion at these intersections during peak commute periods.

**PC-5:** *Are the proposed TDM measures solid enough to ensure they actually will be implemented and will achieve expected results?*

**RESPONSE:** See responses to Comments D-17-e and D-17-g in the Response to Comments / Final EIR (starting on page 5-41 of that document) regarding measures for monitoring, reporting, and recommending adjustment to the measure as needed to ensure program effectiveness, including adherence to the Final MMRP. Also see response to Comment D-23 (starting on page 5-48 of the Response to Comments / Final EIR) regarding the development and evaluation of the TDM measures in partnership with the transportation consultants and 511.org.

**PC-6:** *When the West Wing of the hospital was proposed, adequate parking was projected; however, an immediate parking deficit occurred. Concern is that the proposed parking deficit cited for the proposed project is understated and that the shortfall will actually be larger than stated in the EIR.*

**RESPONSE:** It is assumed that all MGH parking structures will have electronic space monitoring that will provide real-time data for available parking spaces in each structure. In addition, the proposed Hillside parking structure would be primarily assigned to MGH employees/staff (and be enforced) so that visitors and outpatients could park in the more convenient Bon Air parking structure (for most visits). The electronic space monitoring system allows patrons using the garage to gauge how many spaces are available as they enter or approach the garage. That being said, it is important to note that an adequate parking supply usually reflects the availability of additional parking spaces in order to function at an acceptable level. Most parking areas/lots function best at approximately 90 percent of capacity. This essentially provides an efficiency factor of 10 percent to accommodate prospective parkers looking for a parking space. Without such a buffer, users would find themselves competing for the last available spaces. Those waiting for a space to open would slow traffic in the lot's aisles.

Prior parking demand studies conducted at the MGH hospital campus found that the average daily occupancy rate for the both on and off-site parking facilities was 88%. However, during the peak demand periods (12:30-1:30 pm) parking occupancy increased to 95 percent for all parking spaces. For just on-site spaces, peak demand was 99% for one hour of the day (11:30 am - 12:30 pm). During these periods, parking would be at a premium on-campus. For this reason, the securing of a long term parking

agreement with Saint Sebastian Church was completed to allow another 90 parking spaces adjacent to the campus off of Bon Air Road. These additional 90 spaces would primarily be used by MGH staff and would serve to add on-site parking capacity and provide a greater on-campus efficiency factor. Also, as discussed in response to Comment PC-1, the project will implement TDM which would further reduce parking demand.

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## County of Marin Planning Commission

**PC-7:** *According to the County’s jobs-housing linkage ordinance, the project would be required to provide 110 affordable residential units. The Final EIR (page 3-52) indicates the impact would be less than significant, however, the trend of housing production in the County has not kept pace with the RHNA.*

**RESPONSE:** As discussed on Draft EIR page 4.K-11, under *Marin County Development Code Title 22, Chapter 22.22: Affordable Housing Regulations*, the proposed project is a “Public Facility”, and therefore is not subject to the County’s inclusionary requirements for affordable housing. However, the affordable housing discussion on Draft EIR page 6-6 acknowledges that the provision of affordable housing to house local workers has been a challenge in Marin County.

Distinct from that, the assessment of the project’s Growth-inducing Effects addresses affordable housing. Starting on Draft EIR page 6-5, under *Project Demand for Affordable Housing* (and modified on page 3-52 [#88] of the Response to Comments / Final EIR), the number of new employees resulting from the proposed project would not result in a demand for housing, or specifically affordable housing, at a level beyond that designated by the County’s RHNA allocation, meaning the project would not induce substantial growth or new housing not previously anticipated in the County. Thus, the effect would be less than significant.

**PC-8:** *The traffic queuing and back-up data in the Final EIR appear to have been gathered on December 21, 2012, the Friday before the holiday. School and other uses that contribute to traffic would not be occurring on that date?*

**RESPONSE:** December 21, 2012 is the date that the vehicle queuing *calculations* were conducted, as indicated on the calculation sheets in Appendix A, Synchro-Simtraffic Vehicle Queuing Reports, to the Response to Comments / Final EIR. The AM and PM traffic queuing *data collection* occurred in May 2010, with midday counts collected in May 2006 (data provided by Marin County) and February 2011. All counts were obtained during periods of normal traffic flow, including when school was in session. This is a standard methodology consideration for traffic engineering analysis.

**PC-9:** *What more can be done through TDM to reduce both vehicle trips and greenhouse gas emissions (GHG)? It is irresponsible for a public agency (the District) to add 4,400 new daily trips by 2018 and call it an unavoidable impact. Is there more that can be done to impact those trips? Consider more effective measures, such as a satellite parking lot with shuttle service to the hospital (although this did not work on the Lucas Ranch project).*

**RESPONSE:** See response to Comment PC-1, above, regarding the proposed vanpool and vanshare program.

**PC-10:** *Was a typical hospital standard for parking demand used in the analysis or was that of a similar nearby hospital used such as Kaiser?*

**RESPONSE:** The parking demand was based on a combination of parking rates developed using actual MGH hospital data (for full time equivalent [FTE] parking demand); Marin County Medical Office Building (MOB) rates (for the Ambulatory Services Building, which is more conservative than Institute of Transportation Engineers [ITE]); and ITE rates for government office buildings (for the Health/Human Services Building). The analysis also noted that the MGH parking rate for FTE's is within the range cited for suburban hospitals in the ITE reference (0.31-0.71). Each hospital complex has its own unique parking demand characteristics based on its mix of pure hospital uses and other related uses (e.g., MOB, Outpatient Surgery Centers, etc.). It is difficult to compare various hospital parking demand characteristics due to these factors as well as the overall total of employees that is unique to each hospital.

**PC-11:** *Did the parking study make an adjustment for inefficiencies resulting from drivers cruising up and down parking lots looking for a space or giving up and parking on the street, when considering parking demand?*

**RESPONSE:** See response to Comment PC-6.

**PC-12:** *Concern is that the Hillside Parking Structure will not be attractive for employees to use because of its distance to hospital. At Kaiser there's plenty of available parking onsite and in the parking garages, but drivers still opt to park on the street. Consider some type of parking enforcement on Bon Air Road.*

**RESPONSE:** See the last paragraph in response to Comment PC-1 regarding recommended parking restriction on Bon Air Road.

**PC-13:** *Was the Draft EIR sent to the City of Larkspur? Larkspur has a traffic-neutral policy for new development.*

**RESPONSE:** The City of Larkspur was included in the District's distribution of the Notice of Preparation (NOP) of the Draft EIR. The City's written response to the NOP is included in Appendix A to the Draft EIR. Subsequently, the District included several



departments and offices in the City of Larkspur in its distribution of the Notice of Availability (NOA) of the Draft EIR: Office of the City Manager, Office of the Mayor, Departments of Public Works, Department of Planning, and the City of Larkspur Fire Department. No written comment was received on the Draft EIR, however, a member of the City of Larkspur's City Council provided verbal comments at the public hearing (see Comment PM-31 on page 6-13 of the Response to Comments / Final EIR). The District did not receive comments from the City on the Response to Comments / Final EIR.

**PC-14:** *Concern is that the Bon Air Parking Structure is not accurately shown in the photo simulation. It is misleading and understates the visual impact of the garage because its corner closest to the street (Bon Air Road) is not shown because of the photo angle and intervening trees.*

**RESPONSE:** The photo simulation (Figure 4.A-5 on Draft EIR page 4.A-13) accurately locates the proposed Bon Air Road Parking Structure relative to existing and future surroundings (e.g., landscaping, roadways, other buildings, etc.), as viewed from the selected public viewpoint. The methodology behind development of the simulations and selection of the viewpoints is described under *Approach to Analysis* starting on Draft EIR page 4.A-11. Of course, the particular view observed would change as the viewer moves along the roadway/sidewalk, however this is a reasonable and accurate representative view. CEQA does not require simulations of every possible viewpoint to adequately address visual effects.

Regarding the accuracy of landscaping shown, the middle image in Figure 4.A-5 (photo B) shows the new structure assuming no new landscaping; the trees shown are existing and expected to remain, as depicted in Figure 4.C-2R, Tree Inventory and Plan, on page 3-21 of the Response to Comments / Final EIR. The lower image in Figure 4.A-5 (photo C) assumes new/replacement landscaping, consistent with the Figure 4.C-2R as well as Figure 3-14R, Landscape Concept Plan, as modified (see response to Comment PC-15, below). No modifications are required to the simulations presented in the EIR.

**PC-15:** *There is a conflict between the tree removal plans. Clarify what trees are to be saved versus removed. Existing Monterey pines and other trees between Bon Air Road and the proposed Bon Air Parking Structure would not likely survive construction.*

**RESPONSE:** Figure 3-14R, Landscape Concept Plan, is modified on page 2-5 of this document to be consistent, illustratively, with the proposed tree removals and replacements shown in Figure 4.C-2R. The modifications specifically address areas around the proposed Bon Air Road Parking Structure. In the previous Figure 3-14R (presented on page 3-11 of the Response to Comments / Final EIR), seven (7) tree symbols immediately west and south of the proposed garage were shown as new (evergreen conifers), when in fact they are proposed to be retained existing trees, as shown in Figure 4.C-2R and depicted in the simulation in Draft EIR Figure 4.A-5 (discussed in Response to Comment PC-14, above). The total number of trees to be

removed (230), retained (159) and planted (304) are not changed; only the tree symbols shown in the conceptual plan are updated.

The project landscape architect and arborist considered several factors about existing trees and the suitability of each for preservation with the project (see response to Comment C-3). Consistent with Mitigation Measure BIO-6, trees to be removed or that do not survive will be appropriately replaced.

**PC-16:** *Consider other alternatives that move the Bon Air Parking Structure “away” from Bon Air Road. For example, consider changing the garages shape, moving it closer to the Ambulatory Services Building and making the road in between narrower. Explain in greater detail the process the District applied to get to the proposed garage location and why the garage must be located where it is currently proposed.*

**RESPONSE:** Section 5.7 (Non-CEQA Design Alternatives) starting on Draft EIR page 5-41 describes the process through which the District considered various layout scenarios for locating new project buildings, in particular the placement and orientation of the proposed Bon Air Road Parking Structure “away” from Bon Air Road. The CEQA analysis does not identify a significant impact resulting from the proposed location or physical characteristics of the Bon Air Road Parking Structure, therefore the discussion of alternative site layout and height scenarios are not directly relevant to CEQA factors but to the design merits of the project. However, to the extent the non-CEQA alternatives result in physical impacts different than those identified for the proposed project, those are discussed. Section 5.6.4 (Bon Air Road Parking Structure / Ambulatory Services Building Swap) also on Draft EIR page 5-41 specifically considers the constraints of a layout scenario that shifts the parking structure “back” from Bon Air Road and brings the Ambulatory Services Building toward the roadway.

For further discussion of alternative layouts considered, also see the third and fourth paragraphs in response to Comment H-26 on page 5-75 of the Response to Comments / Final EIR, and response to Comment H-10 on page 5-69 of that same document. The last paragraph of response to Comment H-26 (top of page 5-76) specifically considers a scenario with expanding the Hillside Parking Structure to accommodate more parking on the hillside (and less in the Bon Air Road Parking Structure), as proposed by the comment.

As stated at the bottom of Draft EIR page 5-41, each of the various site layouts discussed in the Draft EIR were considered in terms of site constraints (e.g., topography, depth to ground water, soil conditions, etc.; objectives and requirements for functionality and overall safety; environmental considerations (Halprin Gardens, recognized scenic vistas/viewsheds, extent and volume of grading, etc.); as well as cost effectiveness. The District has proposed the project layout with consideration to each of these factors.

**PC-17: Clarify the pedestrian paths of travel from the garages to the building entrances.**

**RESPONSE:** The accessible pedestrian paths of travel between the proposed parking structures and project buildings, as well as other areas of the project site, are shown in Figure 3-5, Project Site Plan, on Draft EIR page 3-19.

**PC-18: The project should consider underground parking for two to three levels, even considering the additional cost to the project.**

**RESPONSE:** The District's consideration of underground parking is addressed in response to Comment H-26, starting at the bottom of page 5-75 in the Response to Comments / Final EIR.

**PC-19: Consider an alternative that pushes more of the parking spaces up on the hillside.**

**RESPONSE:** See response to Comment PC-16, above.

**PC-20: Prove that there is not a superior design treatment for the Bon Air Parking Structure. The less-than-significant aesthetics impact determination for the structure is questionable given how big and close it is to the street.**

**RESPONSE:** As introduced in response to Comment D-1 in this document, the visual effects of the Bon Air Road Parking Structure, as considered against the CEQA significance criteria, are thoroughly analyzed in Section 4.A, *Aesthetics*, of the Draft EIR. The comment here suggests that the size and proximity to the street of the proposed garage warrant a significant impact determination under CEQA. The applicable CEQA analysis considers significance criteria (see Draft EIR page 4.A-11) about the effect of the new garage on existing scenic vistas (Impact AES-1), and on existing visual character and quality, factoring in County policies from the Built Environment Element of the General Plan (see Draft EIR page 4.A-9) (Impact AES-3). As discussed in detail in Impact AES-1, the proposed size and location of the structure would not adversely impact existing scenic vistas (views) or key resources from public vantage points (see simulations in Figures 4.A-5 and 4.A-6, Figures 4.A-8 and 4.A-9, and Figures 4.A-11 and 4.A-12, which all depict the Bon Air Road Parking Structure in surrounding context). As specifically discussed in the second paragraph under Impact AES-3, the Bon Air Road Parking Structure would not substantially and adversely alter the existing character of the medical campus or its existing surroundings, even considering the proximity of the structure to the main roadway.

Consider the structure in context of the project at buildout in each of the Draft EIR simulations listed above: the parking structure is not unduly prominent or out of character with other campus development or the broader context of nearby development, vegetation and open spaces – particularly from more distant views from which the site would be viewed as part of a scenic viewshed (rather than from locations immediately adjacent to the structure, as depicted in Draft EIR Figure 4.A-5). Certainly, introducing

the new structure is a substantial change from the existing surface parking lot; however, change in and of itself is not a significant impact, especially given the subjective topic of visual quality and character.

In summary, the project would not result in a significant aesthetics impact due to the size and location of the Bon Air Road Parking Structure in particular. The analysis does identify a significant impact (Impact AES-1) from the proposed Hospital Replacement Building's effect on an existing scenic vista (viewed from the Corte Madera Creek pathway), which was previously proposed to be reduced to less than significant with mitigation measures, but that has been revised to significant and unavoidable with mitigation measures (see response to Comment PC-33, below).

**PC-21:** *How much of the new paving would be pervious versus impervious. Is the District attempting to minimize increases in impervious area?*

**RESPONSE:** Approximately 99,000 square feet of new pavement will be developed with the project. Of that total, approximately 7,400 square feet will be porous (pervious). Also, of the 119,000 square feet of new building roofs, 6,600 will be pervious green roof (KPF, 2011). The pervious paving is proposed in the parking space area of the surface parking lots, and the District will maximize pervious areas to the extent practical for the project. As stated in response to Comment D-18-r (on page 5-44 of the Response to Comments / Final EIR), overall, there will be about a two percent increase in the total existing impervious area on the campus, however peak site runoff volumes would decrease slightly through implementation of LID design strategies.

**PC-22:** *The provision of affordable housing is connected to the traffic problem (given that the lack of local affordable housing exacerbates the high number of trips in and out of the area by workers who live elsewhere). The County is updating its Housing Element. The project should provide affordable housing. An available housing development site exists that the District could consider developing through a partnership with a housing developer on S. Eliseo.*

**RESPONSE:** See response to Comment PC-7.

**PC-23:** *The County amended its Code to exclude LAFCO/Special Districts from the affordable housing requirement. This includes the Hospital District.*

**RESPONSE:** The comment is accurate and noted. Also see response to Comment PC-7.

**PC-24:** *Does the large number of trees proposed to be removed warrant identifying a significant biotic impact?*

**RESPONSE:** See responses to Comments C-1, C-2 and C-4 in this document.

**PC-25: *Are the diesel construction trucks required to have the filters?***

**RESPONSE:** Mitigation Measure AIR-2 (diesel exhaust emissions control) starting on Draft EIR page 4.B-17, requires that diesel particulate filters (or features that provide equivalent level of PM2.5 emissions reductions) be installed on all diesel-powered equipment with engines larger than 50 horsepower that will be working on the site for more than two working days. These features are anticipated to provide at least a 45 percent reduction in PM2.5 exhaust emissions.

**PC-26: *Regarding construction air quality, could larger capacity dump trucks be used to haul soil and debris to reduce the number of these truck trips and reduce construction emissions?***

**RESPONSE:** The operational feasibility of using larger trucks (e.g., increased assumptions for equipment/vehicle horsepower and reduced duration of construction activities requiring haul trucks) could be addressed in the construction management plan for the proposed project. In addition to potentially reducing the total number of haul truck trips required for each phase of construction, other factors to consider include the larger and/or different engine types and horsepower with larger trucks (thus possibly no net reduction in diesel exhaust emissions as a result), increased noise from larger trucks, and the capacity of roadways on and off-site for safe and efficient maneuvering during construction. However, all construction vehicles would comply with Mitigation Measure AIR-2 (diesel exhaust emissions control), which would reduce the temporary construction emissions impact to less than significant (see starting on Draft EIR page 4.B-17).

**PC-27: *Really look at all possible TDM measures, including Van Sharing.***

**RESPONSE:** See response to Comment PC-1.

**PC-28: *Check the math on page 3-42 Draft EIR regarding year 2018 parking demand, which appears should show a 64-space surplus when the St. Sebastian's parking lot is considered.***

**RESPONSE:** The Short-Term Year 2018 plus Project parking demand would change slightly due to updated MGH FTE employees provided by the project applicant. The project (and non-project) components that make up the parking demand would be as follows:

- + 1,143 FTE hospital employees (existing);
- + 18,417 square feet Health/Human Services (existing);
- + 100,000 square feet of ASB uses (proposed);
- - 8,000 square feet Marin Clinic (removed).

Using the same parking demand rates reviewed by County staff, the Short-Term Year 2018 plus project parking demand would be as follows:

Project / Peak Parking Demand Rate	Parking Spaces
1,143 FTE hospital employees @ 0.55 spaces/employee	629
18,417 square feet Health/Human Services @ 4.15 spaces/1,000 sq. ft.	76
100,000 square feet of ASB uses @ 4.0 spaces/1,000 sq. ft.	400
<b>Total Peak Parking Demand</b>	<b>1,105</b>

As calculated above, the short-term year 2018 plus project parking demand would be 1,105 spaces. Based on an overall supply of 1,079 spaces the parking deficit would be 26 spaces. However, as noted in response to Comment PC-1, the project applicant has secured a long-term parking agreement with San Sebastian Church for an additional 90 parking spaces (this was a recommended traffic/parking mitigation measure). The additional 90 parking spaces would create a parking surplus of 64 spaces.

**PC-29:** *See the text formatting issue in the text of Impact TRA-7, on Response to Comments / Final EIR page 3-76.*

**RESPONSE:** The text of modified Mitigation Measure TRA-7 is shown corrected below (as well as in Chapter 2 of this document):

**Impact TRA-7:** The Project, in conjunction with past, present and other reasonably foreseeable future development in the area, would increase traffic volumes on area roadways and affect levels of service at the local and CMP study intersections and freeways under Cumulative plus Project conditions. (Significant for intersection LOS and queuing on Bon Air Road/Sir Francis Drake Blvd, and freeway segment LOS)

**Mitigation Measure TRA-7:** If the proposed Highway 101 Greenbrae/Twin Cities Corridor Improvement project circulation improvement for Sir Francis Drake Boulevard (eastbound through lane at Eliseo Drive) is deemed feasible, the project applicant shall contribute proportional “fair share” contribution towards that improvement, based on the project’s percent contribution to the total cumulative year 2035 plus project volume at the intersection.

The project applicant shall contribute a proportional “fair share” towards the upgrade of A70 traffic signal controllers along Sir Francis Drake Boulevard at the affected intersections at the Wolfe Grade, La Cuesta, and Eliseo Drive intersections based on the percentage of p.m. peak-hour vehicle trips contributed to these intersections.

The project applicant shall contribute a proportional “fair share” towards an engineering study to evaluate the potential for increasing the westbound left-turn lane storage based on the percentage of p.m. peak-hour vehicle trips contributed to the Bon Air Road/Sir Francis Drake Boulevard intersection.

None feasible for intersection LOS at Sir Francis Drake Boulevard intersections at Wolfe Grade and La Cuesta Drive, and for queuing on Bon Air Road/Sir Francis Drake Blvd

None feasible for freeway segment LOS

**Level of Significance after application of Mitigation:**

Significant and Unavoidable for intersection LOS and queuing on Bon Air Road/Sir Francis Drake Blvd

Significant and Unavoidable freeway segment LOS

**PC-30:** *On Draft EIR page 3-41: “Water Efficient Landscaping: Intent is to limit or eliminate the use of potable water or other natural surface or subsurface water resources available on or near the project site for landscape irrigation.” What other water source is left?*

**RESPONSE:** To clarify, the goal is to limit the use of overall water sources for landscaping by introducing landscaping that supports that goal.

**PC-31:** *On Draft EIR page 3-27; clarify the intended plan to lease space in the Ambulatory Services Building.*

**RESPONSE:** The following text is changed in the second sentence of the third paragraph on Draft EIR page 3-27, under *Proposed Ambulatory Services Building Uses*:

The Ambulatory Services Building would be fully occupied ~~with outpatient hospital services~~ by physicians directly responsible for inpatient and outpatient continuity of care, and these services would be offered as accessory clinics and laboratories to the Hospital Replacement Building, as follows:

**PC-32:** *Impact NOI-2, Construction Noise, in the Draft EIR appears to be mitigable, not unavoidable, given numbers shown.*

**RESPONSE:** As discussed on Draft EIR page 4.J-20, Mitigation Measure NOI-2 would reduce the noise levels generated by construction activities to levels below the noise significance threshold. However, the Draft EIR conservatively determines that the impact would remain significant and unavoidable given the extended period of time that adjacent sensitive receivers would be exposed to construction noise that exceeds the thresholds (i.e., exceeds 60 dBA Leq and the ambient noise environment by 5.0 dBA Leq or more).

**PC-33:** *Impact AES-1 should be significant given the view of the Hospital Replacement Building from the creek (see Draft EIR Figure 4.A-7); planting trees will not adequately mitigate the impact. The District’s pending approval would be more*

*defensible if the Draft EIR treated this impact as unavoidable and then adopted a statement of overriding consideration for it.*

**RESPONSE:** The Draft EIR describes the photo simulation of the Hospital Replacement Building as views from the Corte Madera Creek pathway (Draft EIR Figure 4.A-7 on Draft EIR page 4.-15), on page 4.A-25 (under Viewpoint C). To summarize from that discussion, the viewpoint presents the most notable effect of the project on a scenic vista – the vista viewed when looking northeast from the Corte Madera Creek pathway toward the southern portion of the existing hospital campus. The view includes existing buildings set back from Bon Air Road and that are largely screened by mature trees along Bon Air Road and onsite.

Some of the existing landscaping will remain after the Hospital Replacement Building and other site development is completed, but the existing dominance of tree cover would be removed. Mitigation Measure AES-1 calls for additional landscaping, which, even when mature and in full foliage would only partially screen the lowermost portions of the building. As determined in the Draft EIR, the combined effect of new and existing landscaping (which would continue to mature), would continue to provide partial screening of the new building over time, which could reasonably lead to a determination of *less than significant* with the implementation of the recommended mitigation measure.

It is not the intent of the mitigation to fully obscure the new building form the creek pathway, nor to obscure views of Corte Madera Creek and the adjacent marsh from the project site; the Hospital Replacement Building will reflect a high level of quality design and construction. The goal of the mitigation is to “break up” the building’s west façade with strategically placed stands of landscaping. While possible over time, the prominence (height and width) of the hospital’s west facade situated in the scenic view from the creek pathway, limits the success of the mitigation measure, which is a landscape palette that produces new trees that are tall and dense enough to “break up” the new façade and provide natural screening indicative of the existing creek pathway views of this end of the campus.

There is little, if any, flexibility to construct the Hospital Replacement Building elsewhere on the project site with the other proposed new buildings (the two parking structures and the Ambulatory Services Building), or to substantially reduce its size or orientation. For these reasons, combined with the context of the notable scenic vista viewed from the creek pathway, the impact could reasonably be considered *unavoidable* even with the implementation of the recommended mitigation measure. Final design measures that the District may employ and/or that may emerge through the County’s design review process may modify the appearance of the building but are not likely to alter the overall presence of the new building viewed from the creek pathway.

As a result, the impact determination for Impact AES-1 identified in the Draft EIR and in the Response to Comments / Final EIR is revised from less than significant to



unavoidable, with the Mitigation Measure AES-1 continuing to be recommended, as modified below to require that some of the trees be planted before the Hospital Replacement Building is completed.

**Mitigation Measure AES-1:** The applicant shall add taller tree cover west of the Hospital Replacement Building than shown in Figure 4.A-7 (photo “C”) of the Draft EIR to “break” up the building’s west facing facade, as seen from the Corte Madera Creek pathway looking east. In addition to the proposed relocated palm trees and deciduous trees proposed along the west portion of the project site, three to four tall evergreen conifers, such as redwoods or other tree of similar height and shape (e.g., columnar with a tall trunk without dense low branch cover) shall be added to the proposed landscape plan and installed prior to completion of the Hospital Replacement Building. These additional trees shall be adequately spaced in the area between the building and the west edge of the project site to prevent full blockage of views toward Corte Madera Creek, Creekside Marsh, Hal Brown Park and/or views Mt. Tamalpais from hospital rooms. Prior to Design Review approval of the Hospital Replacement Building, the applicant shall present the final landscape plan to the County for conformance review with this measure.

The applicant shall install some of the new deciduous shade trees between the Hospital Replacement Building and the west property line along Bon Air Road (shown in Figure 3-14R, Landscape Concept Plan) at an earlier phase of work than site preparation for the Hospital Replacement Building. This would allow for some advanced growth of these trees before the Hospital Replacement Building is completed. The early-planted trees shall be spaced so that they do not block the views described above from hospital rooms. If the early-planted trees do not withstand the distress caused by construction activities occurring nearby, those trees shall subsequently be replaced with the same or like kind.

**Significance after Implementation of Mitigation Measure:** ~~Less than~~ Significant and Unavoidable.

**PC-34:** *Consider the feasibility of installing new landscaping in front of the proposed Bon Air Parking Structure now, so that the project gains the benefit of some new tree growth by the time the garage is constructed.*

**RESPONSE:** As discussed in response to Comment PC-15, above, some existing trees that exist between the proposed Bon Air Road Parking Structure and Bon Air Road appear suitable to be retained, meaning they are thought to be able to withstand construction activities given the distance of those activities from those trees and root structures. Given this, the District will consider, separate from CEQA mitigation measures, the feasibility of installing some or all of the new evergreen conifers (shown in Figure 3-14R on page 2-5 in this document) at an earlier phase of work than site preparation of the parking structure, understanding that these early-planted trees may not withstand the distress caused by construction activities occurring nearby, in which case these trees would need to be subsequently replaced.

## Marin Healthcare District Board

**DB-1:** *Will the new landscaping proposed around the Hillside Parking Structure, as viewed from residences on Via Hidalgo, fully block views of that parking structure? Are there evergreens proposed in those plantings?*

**RESPONSE:** As discussed starting on page 2-29 of the Draft Addendum to the Response to Comments / Final EIR (“Draft Addendum”), the oak woodland landscaping, which is proposed around the Hillside Parking Structure and along the edge of the property line, is comprised of evergreens and deciduous native oaks. That discussion continues to explain that, over time, these plantings would substantially and adequately screen both the garage openings and most, if not all, of the rooftop parking of the Hillside Parking Structure. The proposed species would mature to at least 15 to 30 feet tall and have dense, broad canopies, and the new trees would be planted at elevations 25 to 40 feet higher than the top of the parking structure’s rear retaining wall. As a result, this would allow the proposed landscaping to substantially screen the parking structure openings and rooftop.

# **APPENDIX A**

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## **Basic Freeway Segments LOS Sheets**

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Design Services  
Engineering Services

Phone:  
E-mail:

Fax:

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Northbound  
From/To: SFDB to I-580  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Existing Conditions

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Flow Inputs and Adjustments

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Volume, V	5920	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1644	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	1686	pc/h/ln

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Speed Inputs and Adjustments

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Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

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LOS and Performance Measures

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Flow rate, vp	1686	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	59.9	mi/h
Number of lanes, N	4	
Density, D	28.2	pc/mi/ln
Level of service, LOS	D	

Design Services  
Engineering Services

Phone:  
E-mail:

Fax:

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Southbound  
From/To: I-580 to SFDB  
Jurisdiction: Marin County  
Analysis Year:  
Description: Existing Conditions

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Flow Inputs and Adjustments

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Volume, V	5370	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1492	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2039	pc/h/ln

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Speed Inputs and Adjustments

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Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

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LOS and Performance Measures

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Flow rate, vp	2039	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	56.5	mi/h
Number of lanes, N	3	
Density, D	36.1	pc/mi/ln
Level of service, LOS	E	

Design Services  
Engineering Services

Phone:  
E-mail:

Fax:

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Northbound  
From/To: Tamalpais Dr. to SFDB  
Jurisdiction: Marin County  
Analysis Year:  
Description: Existing Conditions

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Flow Inputs and Adjustments

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Volume, V	6860	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1906	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2604	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

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LOS and Performance Measures

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Flow rate, vp	2604	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	41.7	mi/h
Number of lanes, N	3	
Density, D	62.5	pc/mi/ln
Level of service, LOS	F	

Design Services  
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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Southbound  
From/To: SFDB to Tamalpais  
Jurisdiction: Marin County  
Analysis Year:  
Description: Existing Conditions

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Flow Inputs and Adjustments

---

Volume, V	6650	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1847	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	1893	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

---

LOS and Performance Measures

---

Flow rate, vp	1893	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	66.2	mi/h
Number of lanes, N	4	
Density, D	28.6	pc/mi/ln
Level of service, LOS	D	



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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US101 Northbound  
From/To: South of Tamalpais  
Jurisdiction: Marin County  
Analysis Year:  
Description: Existing Conditions

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Flow Inputs and Adjustments

---

Volume, V	7340	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2039	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2090	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

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LOS and Performance Measures

---

Flow rate, vp	2090	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	61.8	mi/h
Number of lanes, N	4	
Density, D	33.8	pc/mi/ln
Level of service, LOS	D	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Southbound  
From/To: South of Tamalpais  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Existing Conditions

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Flow Inputs and Adjustments

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Volume, V	5710	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1586	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	1626	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

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LOS and Performance Measures

---

Flow rate, vp	1626	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	70.7	mi/h
Number of lanes, N	4	
Density, D	23.0	pc/mi/ln
Level of service, LOS	C	

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Operational Analysis

Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Northbound  
From/To: SFDB to I-580  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Short-Term 2018 (NP) Conditions

Flow Inputs and Adjustments

Volume, V	6191	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1720	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	1763	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

LOS and Performance Measures

Flow rate, vp	1763	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	59.5	mi/h
Number of lanes, N	4	
Density, D	29.6	pc/mi/ln
Level of service, LOS	D	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Southbound  
From/To: I-580 to SFDB  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Short-Term 2018 (NP) Conditions

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Flow Inputs and Adjustments

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Volume, V	5591	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1553	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2123	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

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LOS and Performance Measures

---

Flow rate, vp	2123	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	55.0	mi/h
Number of lanes, N	3	
Density, D	38.6	pc/mi/ln
Level of service, LOS	E	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Northbound  
From/To: Tamalpais Dr. to SFDB  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Short-Term 2018 (NP) Conditions

Flow Inputs and Adjustments

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Volume, V	7142	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1984	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2711	pc/h/ln

Speed Inputs and Adjustments

---

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

LOS and Performance Measures

---

Flow rate, vp	2711	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	37.6	mi/h
Number of lanes, N	3	
Density, D	72.1	pc/mi/ln
Level of service, LOS	F	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Southbound  
From/To: SFDB to Tamalpais  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Short-Term 2018 (NP) Conditions

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Flow Inputs and Adjustments

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Volume, V	6902	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1917	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	1965	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

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LOS and Performance Measures

---

Flow rate, vp	1965	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	64.7	mi/h
Number of lanes, N	4	
Density, D	30.4	pc/mi/ln
Level of service, LOS	D	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Northbound  
From/To: South of Tamalpais  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Short-Term 2018 (NP) Conditions

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Flow Inputs and Adjustments

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Volume, V	7635	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2121	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2174	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

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LOS and Performance Measures

---

Flow rate, vp	2174	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	59.7	mi/h
Number of lanes, N	4	
Density, D	36.4	pc/mi/ln
Level of service, LOS	E	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Southbound  
From/To: South of Tamalpais  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Short-Term 2018 (NP) Conditions

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Flow Inputs and Adjustments

---

Volume, V	5944	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1651	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	1692	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

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LOS and Performance Measures

---

Flow rate, vp	1692	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	69.7	mi/h
Number of lanes, N	4	
Density, D	24.3	pc/mi/ln
Level of service, LOS	C	



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Operational Analysis

Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US101 Northbound  
From/To: SFDB to I-580  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Existing + Year 2035 Project Conditions

Flow Inputs and Adjustments

Volume, V	6043	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1679	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	1721	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

LOS and Performance Measures

Flow rate, vp	1721	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	59.7	mi/h
Number of lanes, N	4	
Density, D	28.8	pc/mi/ln
Level of service, LOS	D	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US101 Southbound  
From/To: I-580 to SFDB  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Existing + Year 2035 Project Conditions

---

Flow Inputs and Adjustments

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Volume, V	5422	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1506	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2058	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

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LOS and Performance Measures

---

Flow rate, vp	2058	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	56.2	mi/h
Number of lanes, N	3	
Density, D	36.6	pc/mi/ln
Level of service, LOS	E	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Northbound  
From/To: Tamalpais Dr. to SFDB  
Jurisdiction: Marin County  
Analysis Year:  
Description: Existing + Year 2035 Project Conditions

Flow Inputs and Adjustments

---

Volume, V	6882	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1912	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2613	pc/h/ln

Speed Inputs and Adjustments

---

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

LOS and Performance Measures

---

Flow rate, vp	2613	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	41.4	mi/h
Number of lanes, N	3	
Density, D	63.2	pc/mi/ln
Level of service, LOS	F	

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Operational Analysis

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Analyst:

Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US101 Southbound  
From/To: SFDB to Tamalpais  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Existing + Year 2035 Project Conditions

Flow Inputs and Adjustments

---

Volume, V	6702	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1862	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	1908	pc/h/ln

Speed Inputs and Adjustments

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Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, flW	0.0	mi/h
Lateral clearance adjustment, flC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

LOS and Performance Measures

---

Flow rate, vp	1908	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	65.9	mi/h
Number of lanes, N	4	
Density, D	29.0	pc/mi/ln
Level of service, LOS	D	

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Operational Analysis

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Analyst:

Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US101 Northbound  
From/To: South of Tamalpais  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Existing + Year 2035 Project Conditions

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Flow Inputs and Adjustments

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Volume, V	7358	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2044	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2095	pc/h/ln

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Speed Inputs and Adjustments

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Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

---

LOS and Performance Measures

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Flow rate, vp	2095	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	61.7	mi/h
Number of lanes, N	4	
Density, D	33.9	pc/mi/ln
Level of service, LOS	D	

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Operational Analysis

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Analyst:

Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US101 Southbound  
From/To: South of Tamalpais  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Existing + Year 2035 Project Conditions

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Flow Inputs and Adjustments

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Volume, V	5753	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1598	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	1638	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

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LOS and Performance Measures

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Flow rate, vp	1638	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	70.5	mi/h
Number of lanes, N	4	
Density, D	23.2	pc/mi/ln
Level of service, LOS	C	

Design Services  
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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Northbound  
From/To: SFDB to I-580  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Short-Term 2018 + Project Conditions

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Flow Inputs and Adjustments

---

Volume, V	6299	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1750	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	1793	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, flW	-	mi/h
Lateral clearance adjustment, flC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

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LOS and Performance Measures

---

Flow rate, vp	1793	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	59.3	mi/h
Number of lanes, N	4	
Density, D	30.2	pc/mi/ln
Level of service, LOS	D	

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Operational Analysis

Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Southbound  
From/To: I-580 to SFDB  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Short-Term 2018 + Project Conditions

Flow Inputs and Adjustments

Volume, V	5638	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1566	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2140	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

LOS and Performance Measures

Flow rate, vp	2140	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	54.7	mi/h
Number of lanes, N	3	
Density, D	39.1	pc/mi/ln
Level of service, LOS	E	



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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Northbound  
From/To: Tamalpais Dr. to SFDB  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Short-Term 2018 + Project Conditions

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Flow Inputs and Adjustments

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Volume, V	7165	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1990	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2720	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

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LOS and Performance Measures

---

Flow rate, vp	2720	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	37.2	mi/h
Number of lanes, N	3	
Density, D	73.1	pc/mi/ln
Level of service, LOS	F	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Southbound  
From/To: SFDB to Tamalpais  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Short-Term 2018 + Project Conditions

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Flow Inputs and Adjustments

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Volume, V	6947	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1930	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	1978	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

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LOS and Performance Measures

---

Flow rate, vp	1978	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	64.4	mi/h
Number of lanes, N	4	
Density, D	30.7	pc/mi/ln
Level of service, LOS	D	

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Operational Analysis

Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Northbound  
From/To: South of Tamalpais  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Short-Term 2018 + Project Conditions

Flow Inputs and Adjustments

Volume, V	7657	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2127	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2180	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

LOS and Performance Measures

Flow rate, vp	2180	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	59.6	mi/h
Number of lanes, N	4	
Density, D	36.6	pc/mi/ln
Level of service, LOS	E	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Southbound  
From/To: South of Tamalpais  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Short-Term 2018 + Project Conditions

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Flow Inputs and Adjustments

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Volume, V	5989	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	1664	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	1705	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

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LOS and Performance Measures

---

Flow rate, vp	1705	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	69.5	mi/h
Number of lanes, N	4	
Density, D	24.5	pc/mi/ln
Level of service, LOS	C	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Northbound  
From/To: SFDB to I-580  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Year 2035 (NP) Conditions

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Flow Inputs and Adjustments

---

Volume, V	7661	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2128	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2181	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

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LOS and Performance Measures

---

Flow rate, vp	2181	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	53.9	mi/h
Number of lanes, N	4	
Density, D	40.5	pc/mi/ln
Level of service, LOS	E	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Southbound  
From/To: I-580 to SFDB  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Year 2035 (NP) Conditions

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Flow Inputs and Adjustments

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Volume, V	7768	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2158	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2949	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

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LOS and Performance Measures

---

Flow rate, vp	2949	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	27.0	mi/h
Number of lanes, N	3	
Density, D	109.4	pc/mi/ln
Level of service, LOS	F	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Northbound  
From/To: Tamalpais Dr. to SFDB  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Year 2035 (NP) Conditions

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Flow Inputs and Adjustments

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Volume, V	8722	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2423	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	3311	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

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LOS and Performance Measures

---

Flow rate, vp	3311	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	6.8	mi/h
Number of lanes, N	3	
Density, D	484.3	pc/mi/ln
Level of service, LOS	F	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Southbound  
From/To: SFDB to Tamalpais  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Year 2035 (NP) Conditions

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Flow Inputs and Adjustments

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Volume, V	9181	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2550	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2614	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

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LOS and Performance Measures

---

Flow rate, vp	2614	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	46.2	mi/h
Number of lanes, N	4	
Density, D	56.6	pc/mi/ln
Level of service, LOS	F	



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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Northbound  
From/To: South of Tamalpais  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Year 2035 (NP) Conditions

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Flow Inputs and Adjustments

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Volume, V	9332	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2592	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2657	pc/h/ln

---

Speed Inputs and Adjustments

---

Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

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LOS and Performance Measures

---

Flow rate, vp	2657	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	44.6	mi/h
Number of lanes, N	4	
Density, D	59.6	pc/mi/ln
Level of service, LOS	F	

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Southbound  
From/To: South of Tamalpais  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Year 2035 (NP) Conditions

Flow Inputs and Adjustments

Volume, V	8028	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2230	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2286	pc/h/ln

Speed Inputs and Adjustments

Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

LOS and Performance Measures

Flow rate, vp	2286	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	56.7	mi/h
Number of lanes, N	4	
Density, D	40.3	pc/mi/ln
Level of service, LOS	E	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Northbound  
From/To: SFDB to I-580  
Jurisdiction: Marin County  
Analysis Year:  
Description: Year 2035 + Project Conditions

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Flow Inputs and Adjustments

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Volume, V	7785	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2163	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2217	pc/h/ln

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Speed Inputs and Adjustments

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Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

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LOS and Performance Measures

---

Flow rate, vp	2217	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	53.1	mi/h
Number of lanes, N	4	
Density, D	41.8	pc/mi/ln
Level of service, LOS	E	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Southbound  
From/To: I-580 to SFDB  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Year 2035 + Project Conditions

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Flow Inputs and Adjustments

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Volume, V	7820	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2172	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2969	pc/h/ln

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Speed Inputs and Adjustments

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Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

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LOS and Performance Measures

---

Flow rate, vp	2969	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	26.0	mi/h
Number of lanes, N	3	
Density, D	114.3	pc/mi/ln
Level of service, LOS	F	

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Northbound  
From/To: Tamalpais Dr. to SFDB  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Year 2035 + Project Conditions

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Flow Inputs and Adjustments

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Volume, V	8744	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2429	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	3319	pc/h/ln

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Speed Inputs and Adjustments

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Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	3	
Free-flow speed:	Measured	
FFS or BFFS	60.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	60.0	mi/h

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LOS and Performance Measures

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Flow rate, vp	3319	pc/h/ln
Free-flow speed, FFS	60.0	mi/h
Average passenger-car speed, S	6.3	mi/h
Number of lanes, N	3	
Density, D	523.7	pc/mi/ln
Level of service, LOS	F	

Design Services  
Engineering Services

Phone:  
E-mail:

Fax:

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Southbound  
From/To: SFDB to Tamalpais  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Year 2035 + Project Conditions

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Flow Inputs and Adjustments

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Volume, V	9233	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2565	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2629	pc/h/ln

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Speed Inputs and Adjustments

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Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

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LOS and Performance Measures

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Flow rate, vp	2629	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	45.6	mi/h
Number of lanes, N	4	
Density, D	57.6	pc/mi/ln
Level of service, LOS	F	

Design Services  
Engineering Services

Phone:  
E-mail:

Fax:

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Northbound  
From/To: South of Tamalpais  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Year 2035 + Project Conditions

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Flow Inputs and Adjustments

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Volume, V	9350	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2597	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2662	pc/h/ln

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Speed Inputs and Adjustments

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Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

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LOS and Performance Measures

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Flow rate, vp	2662	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	44.4	mi/h
Number of lanes, N	4	
Density, D	59.9	pc/mi/ln
Level of service, LOS	F	

Design Services  
Engineering Services

Phone:  
E-mail:

Fax:

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Operational Analysis

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Analyst:  
Agency or Company: Omni-Means  
Date Performed: /2011  
Analysis Time Period: PM Peak Hour  
Freeway/Direction: US 101 Southbound  
From/To: South of Tamalpais  
Jurisdiction: Marin County  
Analysis Year: 2010  
Description: Year 2035 + Project Conditions

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Flow Inputs and Adjustments

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Volume, V	8071	veh/h
Peak-hour factor, PHF	0.90	
Peak 15-min volume, v15	2242	v
Trucks and buses	5	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	0.976	
Driver population factor, fp	1.00	
Flow rate, vp	2298	pc/h/ln

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Speed Inputs and Adjustments

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Lane width	12.0	ft
Right-side lateral clearance	1.0	ft
Total ramp density, TRD	0.50	ramps/mi
Number of lanes, N	4	
Free-flow speed:	Base	
FFS or BFFS	75.4	mi/h
Lane width adjustment, fLW	0.0	mi/h
Lateral clearance adjustment, fLC	1.0	mi/h
TRD adjustment	1.8	mi/h
Free-flow speed, FFS	72.6	mi/h

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LOS and Performance Measures

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Flow rate, vp	2298	pc/h/ln
Free-flow speed, FFS	72.6	mi/h
Average passenger-car speed, S	56.3	mi/h
Number of lanes, N	4	
Density, D	40.8	pc/mi/ln
Level of service, LOS	E	



## **APPENDIX B**

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# Final Mitigation Monitoring and Reporting Program (MMRP)

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**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<b>4.A Aesthetics</b>					
<p><b>Mitigation Measure AES-1:</b> The applicant shall add taller tree cover, west of the Hospital Replacement Building, than shown in Figure 4.A-7 (photo “C”) of the Draft EIR to “break” up the building’s west facing facade, as seen from the Corte Madera Creek pathway looking east. In addition to the proposed relocated palm trees and deciduous trees proposed along the west portion of the project site, three to four tall evergreen conifers, such as redwoods or other tree of similar height and shape (e.g., columnar with a tall trunk without dense low branch cover) shall be added to the proposed landscape plan and installed prior to completion of the Hospital Replacement Building. These additional trees shall be adequately spaced in the area between the building and the west edge of the project site to prevent full blockage of views toward Corte Madera Creek, Creekside Marsh, Hal Brown Park and/or views Mt. Tamalpais from hospital rooms. Prior to the appropriate County design review and other approvals for the portion of the site near the Hospital Replacement Building, the applicant shall present the final landscape plan to the County for conformance review with this measure.</p> <p>The applicant shall install some of the new deciduous shade trees between the Hospital Replacement Building and the west property line along Bon Air Road (shown in Figure 3-14R, Landscape Concept Plan) at an earlier phase of work than site preparation for the Hospital Replacement Building. This would allow for some advanced growth of these trees before the Hospital Replacement Building is completed. The early-planted trees shall be spaced so that they do not block the views described above from hospital rooms. If the early-planted trees do not withstand the distress caused by construction activities occurring nearby, those trees shall subsequently be replaced with the same or like kind.</p>	Project Construction Manager	County Planning Division	Verify at time of finalization of specifications.	As part of the appropriate County design review and other approvals for the portion of the site near the Hospital Replacement Building.	
<p><b>Mitigation Measure AES-2:</b> The most visible area of retaining walls along the south access road shall be altered by “stepping” the retaining walls on the hillside for the area that is within 250 feet of Bon Air Road. This shall only apply when retaining walls exceed five feet in height. The “steps” of the retaining walls shall be at least two feet in depth to allow planting areas, and the retaining wall heights shall be no greater than five feet. Evergreen plantings shall be added in the stepped portions of the walls to create a partially vegetated and more naturalized slope, more consistent with the existing vegetated area visible south of the proposed retaining wall, compared to 90-degree-vertical retaining walls with no vegetation. Prior to the appropriate County design review and other approvals for the portion of the site near the Hospital Replacement Building, the applicant shall present the final south access road retaining walls and planting plans to the County for conformance review with this measure.</p>	Project Construction Manager	County Planning Division	Verify at time of finalization of specifications.	As part of the appropriate County design review and other approvals for the portion of the site near the Hospital Replacement Building.	

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<b>4.B Air Quality</b>					
<p><b>Mitigation Measure AIR-2:</b> The measures listed below to control diesel exhaust emissions associated with demolition, grading and new construction shall be implemented. These measures shall apply to all phases even though the only potential exceedance of a threshold is in 2015 (or through Phase III):</p> <ol style="list-style-type: none"> <li>1. Prior to the commencement of construction activities, the developer or contractor will provide a plan for approval by the District or BAAQMD demonstrating that the heavy-duty (&gt;50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction. The NOx reduction will be based on a comparison to URBEMIS2007 emissions estimates for this project (see Appendix C to this Draft EIR). This plan will address all equipment that will be on site for more than two working days.</li> <li>2. Diesel particulate filters (or features that provide equivalent level of PM2.5 emissions reductions) shall be installed on all diesel-powered equipment with engines larger than 50 horsepower that will be working on the site for more than two working days. These features are anticipated to provide at least a 45-percent reduction in PM<sub>2.5</sub> exhaust emissions.</li> <li>3. During building construction, establish on-site electric power to reduce the use of diesel-powered generators.</li> <li>4. Arrange for service to provide on-site meals for construction workers to avoid travel to off-site locations.</li> <li>5. Stage construction equipment at least 200 feet from existing or new habitable residences.</li> <li>6. Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes in accordance with the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations. Clear signage will be provided for truck operators and construction workers at all access points.</li> </ol>	<p>Project Construction Manager and Contractor</p>	<p>Project Construction Manager</p>	<p>Prior to and during all phases of construction.</p>	<p>On-going during construction.</p>	

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<b>4.B Air Quality (cont.)</b>					
<p>7. All construction equipment will be maintained and properly tuned in accordance with manufacturer's specifications. All equipment will be checked by a certified mechanic and determined to be running in proper condition prior to operation.</p> <p>8. Require an on-site disturbance coordinator to ensure that the construction period mitigation measures are enforced. This coordinator will respond to complaints regarding construction activities and construction caused nuisances. The phone number of this disturbance coordinator will be clearly posted at the construction site and provided to nearby residences. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations. A log documenting any complaints and the timely remedy or outcome of such complaints will be kept.</p>					
<p><b>Mitigation Measure AIR-3:</b> The contractor shall implement the following BAAQMD recommended basic fugitive dust mitigation measures:</p> <p>1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</p> <p>2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</p> <p>3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.</p> <p>4. All vehicle speeds on unpaved roads shall be limited to 15 mph.</p> <p>5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.</p>	Project Construction Manager and Contractor	Project Construction Manager	Prior to and during all phases of construction.	On-going during construction.	
<p><b>Mitigation Measure AIR-5:</b> Implement Mitigation Measure AIR-2</p>	See Mitigation Measure AIR-2.				
<p><b>Mitigation Measure AIR-8:</b> Implement Mitigation Measures AIR-2 and AIR-3.</p>	See Mitigation Measure AIR-2 and AIR-3.				

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<b>4.C Biological Resources</b>					
<p><b>Mitigation Measure BIO-1:</b> (Applies to Phases I through IV) The project applicant shall ensure that construction activities are conducted in a manner that avoids disturbance or mortality of bats, through surveys to determine whether bats are present. If bats are present, limit construction activities as specified below. Specifically, the project applicant shall take the following measures to avoid direct mortality of roosting special-status bats and disturbance of maternity roosts or winter hibernacula during Phases I through IV of the project:</p> <p>a) Prior to demolition and/or construction of Phases I through IV, a qualified bat biologist, shall conduct surveys of all potential bat habitat within 250 feet of construction activities prior to initiation of such activities. Potentially suitable habitat shall be identified visually. An acoustic detector shall be used to determine any areas of bat activity. At least four nighttime emergence counts shall be undertaken on nights that are warm enough for bats to be active. The bat biologist shall determine the type of each active roost (i.e., maternity, winter hibernaculum, day or night).</p> <p>b) If based on the pre-construction surveys no evidence of bats (i.e., visual or acoustic detection, guano, staining, strong odors) is present, no further mitigation is required. If pre-construction surveys indicate that roosts are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required.</p> <p>c) Trees or buildings with evidence of bat activity shall be removed during the time that is least likely to affect bats, as determined by a qualified bat biologist. In general, roosts should not be removed if maternity bat roosts are present, typically April 15 – August 15. Roosts should not be removed if present bats are in torpor, typically when temperatures are less than 40 degrees Fahrenheit. Non-maternity bat roosts shall be removed by a qualified bat biologist, by either making the roost unsuitable for bats by opening the roost area to allow airflow through the cavity, or excluding the bats using one-way doors, funnels, or flaps.</p> <p>d) A no-disturbance buffer shall be created around active bat roosts being used for maternity purposes at a distance to be determined by the qualified bat biologist in consultation with CDFW. Bat roosts initiated within 250 feet of the project area after construction has already begun are presumed to be unaffected, and no buffer is necessary. However, the project shall avoid a “take” of individuals, including harming, harassing, or killing.</p>	<p>Project Construction Manager, Qualified District Biologist, in consultation with CDFW, if necessary.</p>	<p>Project Construction Manager</p>	<p>Verify or dismiss presence of bats prior to construction or staging.</p> <p>Verify implementation of no-disturbance buffer, if necessary based on surveys.</p> <p>Verify compliance with construction of artificial bat roosts if found necessary.</p>	<p>Prior to staging and construction.</p> <p>If buffer required, monitor adequacy of buffer during construction in vicinity of active bat roosts, as applicable. If bat roosts to be destroyed, monitor adequacy of artificial roosts at least 2 weeks prior to site disturbance.</p>	

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<b>4.C Biological Resources (cont.)</b>					
<p>e) If known bat roosting habitat is to be destroyed during tree removal activities, artificial bat roosts shall be constructed at least two weeks prior to such disturbance, in an undisturbed area of the property, at least 250 feet from any ongoing or future activities. The design and location of the artificial bat roost(s) shall be determined by a qualified bat biologist.</p>					
<p><b>Mitigation Measure BIO-3a: (Applies to Phases I-IV)</b> No more than two weeks in advance of any tree or shrub pruning, removal, ground-disturbing activity, or other construction activity that will commence during the breeding season (February 1 through August 31), a qualified wildlife biologist shall conduct pre-construction surveys of all potential nesting habitat in the vicinity of the planned activity.</p> <p>If construction activities for the project cease for a period of seven days or longer, or if construction does not begin within the immediate area within seven days of the initial pre-construction surveys, the qualified wildlife biologist shall conduct another pre-construction survey.</p> <p>Pre-construction surveys are not required for construction activities scheduled to occur during the non-breeding season (August 31 through January 31). Construction activities commencing during the non-breeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way).</p> <p>If active nests are found on the site during construction, construction shall be temporarily halted and the consultation with the State Department of Fish and Wildlife will be required before re-commencing construction activities. Nests initiated during construction activities would be presumed to be unaffected by the activity, and a buffer zone around such nests would not be necessary. However, a nest initiated during construction cannot be moved or altered and the nests shall be clearly identified and the immediate area fenced to prevent destruction.</p>	<p>Project Construction Manager, Qualified District Biologist, in consultation with CDFW, if necessary.</p>	<p>Project Construction Manager</p>	<p>Verify completion of surveys, as applicable and if necessary based on scheduling.</p>	<p>No more than two weeks prior to ground-disturbing activities, if necessary and based on project scheduling. Refer to Mitigation Measure BIOLOGY-2b if active nests found during pre-construction surveys.</p>	
<p><b>Mitigation Measure BIO-3b:</b> If active nests are found during pre-construction surveys, the results of the surveys shall be discussed with the CDFW and avoidance procedures shall be adopted, if necessary, on a case-by-case basis. In the event that an active nest is found, construction in the vicinity would not be initiated until avoidance measures are adopted. Avoidance measures shall</p>	<p>Project Construction Manager and Qualified District Biologist.</p>	<p>Project Construction Manager</p>	<p>Verify at conclusion of pre-construction surveys. Verify consultation with CDFW and implementation of buffer zones, as needed.</p>	<p>No more than two weeks prior to ground-disturbing activities, if necessary and</p>	

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
4.C Biological Resources (cont.)					
<p>include construction buffer areas (up to several hundred feet in the case of raptors), relocation of birds, or seasonal avoidance, as needed. If buffers are created, a no-disturbance zone shall be created around active nests for the remainder of the breeding season, or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted shall take into account factors such as the following:</p> <ul style="list-style-type: none"> <li>a) Noise and human disturbance levels at the project site and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity;</li> <li>b) Distance and amount of vegetation or other screening between the project site and the nest; and</li> <li>c) Sensitivity of individual nesting species and behaviors of the nesting birds.</li> </ul>				<p>based on project scheduling. Refer to Mitigation Measure BIOLOGY-2b if active nests found during pre-construction surveys.</p>	
<p><b>Mitigation Measure BIO-4a: (Applies to major noise generating construction and/or demolition phases occurring within 200 feet of Creekside Marsh, as delineated in the Mitigation Monitoring and Reporting Program Attachment 1)</b> To ensure project construction activities do not exceed existing ambient noise levels (as documented by long-term noise measurement LT-3, as shown in Figure 4.J-1R provided in the Final EIR, to be 60-69 dBA Leq, as stated on page 4.J-5 of the Draft EIR) at Creekside Marsh by over 10dBA:</p> <ul style="list-style-type: none"> <li>a) Project construction activities shall take place September-January, outside the clapper rail breeding season of February through August); or</li> <li>b) Consistent with Mitigation Measure NOI-2 in Section 4.K, <i>Noise</i>, noise reduction measures, including solid plywood fences, sound blankets, or other barriers with noise-dampening materials shall be constructed along portions of the western edge of the project site prior to initiation of construction to serve as noise attenuation barriers. Noise barriers shall be installed on the project site in all locations within 200 feet of the Corte Madera Creekside Marsh and grassland buffer (as delineated in Attachment 1 to the Mitigation Monitoring and Reporting Program and consistent with Figure 4.C-2R [in the Final EIR] supporting Mitigation Measure BIO-6). The barriers shall shield the marshes from major noise generating phases of demolition and construction and will serve to attenuate noise emanating</li> </ul>	<p>Project Construction Manager, Qualified District Biologist, in consultation with CDFW, if necessary.</p>	<p>Project Construction Manager</p>	<p>Verify first if construction would occur outside of clapper rail breeding season. If not, verify that noise reduction measures have been adequately implemented. Monitor noise levels during construction if any construction to occur within clapper rail breeding season to ensure no increases greater than 10dBA above current ambient levels.</p>	<p>Prior to and during all phases of construction</p>	



**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<b>4.C Biological Resources (cont.)</b>					
<p>from the project site so any direct or reflected noise would not create increases greater than 10 dBA above current ambient levels in the marshes, where there may be breeding California clapper rails. The noise attenuation barrier shall be a minimum of 8 feet in height, but sufficient in height to reduce any noise from construction on upper stories or building rooftops.</p> <p>To ensure these noise attenuation barriers prevent significant impacts to breeding California clapper rails, a qualified biologist and noise technician shall periodically monitor noise levels at the edge of Creekside Marsh at least four times per month during the duration of construction within the breeding season.</p> <p>As an extra measure, the District shall retain a qualified biologist and noise monitor to monitor noise conditions at least four to five times during the month of January. The noise monitoring shall coincide with construction activities anticipated to produce the loudest noise. If sound levels are measured that exceed 10 dBA above ambient noise conditions, construction shall be temporarily halted and the contractor shall assess whether other work that would not exceed this threshold can be conducted during the phase of work. If no other construction can occur, work shall not re-commence until consultation with USFWS and CDFW<sup>1</sup> occurs.</p> <p><sup>1</sup> Previously "California Department of Fish and Game" or "CDFG" at the time the Draft EIR was published. This revision is made throughout only where it affects mitigation measures and current discussion in this Final EIR.</p> <p><b>[See Attachment 1 to this MMRP.]</b></p>					
<b>Mitigation Measure BIO-4b:</b> Implement Mitigation Measure NOI-2.	See Mitigation Measure NOI-2.				
<p><b>Mitigation Measure BIO-6a: (Applies to Phases I-IV)</b> Prior to the removal of County Protected or Heritage trees, the project applicant shall apply for and obtain from the County a Tree Removal Permit. Prior to construction initiation for each project phase, the project applicant shall prepare a map indicating the size and species of trees to be removed and retained. In addition, the project applicant shall do all of the following:</p> <p>a) Prior to the start of any clearing, stockpiling, excavation, grading, compaction, paving, change in ground elevation, or construction, preserved trees that occur adjacent to, or within, project construction shall be identified as preserved and clearly delineated by constructing short post and plank walls, or other protective fencing material, at the dripline of each tree.</p>	Project Construction Manager and District Biologist/Arborist	County Planning Division	Verify completion of map prior to construction. Verify compliance during construction	Prior to construction and during construction.	

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<b>4.C Biological Resources (cont.)</b>					
b) The delineation markers shall remain in place for the duration of the work. c) Where proposed development or other site work must encroach upon the dripline of a preserved tree, special construction techniques shall be required to allow the roots of remaining trees within the project site to breathe and obtain water (examples include, but are not limited to, use of hand equipment for tunnels and trenching, and/or allowance of only one pass through a tree's dripline). Tree wells or other techniques may be used. d) Excavation adjacent to any trees, when permitted, shall be in such a manner that shall cause only minimal root damage. e) The following shall not occur within the dripline of any retained tree: parking; storage of vehicles, equipment, machinery, stockpiles of excavated soils, or construction materials; or dumping of oils or chemicals.					
<b>Mitigation Measure BIO-6b: (Applies to Phases I-IV):</b> All pruning activities of preserved trees shall be performed by a certified arborist. a) No more than 25 percent of a tree's canopy shall be removed during pruning activities of retained trees. b) If any protected preserved tree is damaged, then the project applicant shall replace the tree as required by the County. c) All removed trees that meet the criteria of a protected tree shall be replaced with the same species removed as required by the County.	Project Construction Manager and District Biologist/Arborist	County Planning Division	Verify completion of map prior to construction. Verify compliance during construction	Prior to construction and during construction	
<b>Mitigation Measure BIO-6c: (Applies to Phases I-IV):</b> The project applicant shall develop and implement a five-year monitoring program for any required replacement plantings. Applicable performance standards may include, but are not limited to: 75 percent survival rate of replacement plantings; absence of invasive plant species; and self-sustaining trees at the end of five years.	Project Construction Manager and District Biologist/Arborist	County Planning Division	Annually, up to five years after occupancy of the Hospital Replacement Building	Prior to installation of landscaping	
<b>Mitigation Measure BIO-6d: (Applies to Phases I-IV):</b> All tree removal and pruning activities shall include measures to avoid the spread of SOD. Such measures may include, but are not limited to the following:	Project Construction Manager and District Biologist/Arborist	Project Construction Manager and District Biologist/Arborist		During landscape implementation.	
<b>4.C Biological Resources (cont.)</b>					
<i>Before working:</i>					

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<p>a) As a precaution against spreading the pathogen, clean and disinfect pruning tools after use on confirmed or suspected infested trees or in known infested areas. Sanitize tools before pruning healthy trees or working in pathogen-free areas. Clean chippers and other vehicles of mud, dirt, leaves, organic material, and woody debris before leaving a site known to have SOD and before entering a site with susceptible hosts.</p> <p>b) Inform crews about the arboricultural implications of SOD and sanitation practices when they are working in infested areas.</p> <p>c) Provide crews with sanitation kits. (Sanitation kits should contain the following: Chlorine bleach (10/90 mixture bleach to water) or Clorox Clean-up® or Lysol®, scrub brush, metal scraper, boot brush, and plastic gloves).</p> <p>d) Sanitize shoes, pruning gear, and other equipment before working in an area with susceptible species.</p> <p><i>While working:</i></p> <p>a) When possible, work on SOD-infected and susceptible species during the dry season (June-October). When working in wet conditions, keep equipment on paved, graveled, or dry surfaces and avoid mud.</p> <p>b) Work in disease-free areas before proceeding to infested areas.</p> <p>c) If possible, do not collect soil or plant material (wood, brush, leaves, and litter) from host trees in the quarantine area. Within the quarantine area, host material (e.g., wood, bark, brush, chips, leaves, or firewood) from tree removals or pruning of symptomatic or non-symptomatic host plants should remain onsite to minimize pathogen spread.</p> <p><i>After working:</i></p> <p>a) Use all reasonable methods to sanitize personal gear and crew equipment before leaving a SOD infested site. Scrape, brush, and/or hose off accumulated soil and mud from clothing, gloves, boots, and shoes. Remove mud and plant debris by blowing out or power washing chipper trucks, chippers, bucket trucks, fertilization and soil aeration equipment, cranes, and other vehicles.</p> <p>b) Restrict the movement of soil and leaf litter under and around infected trees as spores may be found there.</p>					
<b>4.C Biological Resources (cont.)</b>					
<p>c) Tools used in tree removal/pruning may become contaminated and should be disinfected with Lysol® spray, a 70 percent or greater solution of alcohol, or a Clorox® bleach solution (1 part Clorox® bleach to 9 parts water or Clorox Clean-up®).</p> <p>Implementation of Mitigation Measures BIO-6a through BIO-6d would</p>					

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
reduce impacts to trees protected under the Marin County Tree Preservation Ordinance.					
<b>4.D Cultural and Paleontological Resources</b>					
<p><b>Mitigation Measure CUL-1:</b> The project applicant shall conduct the following:</p> <ul style="list-style-type: none"> <li>• Pre-demolition photo-documentation, a report, and as-built drawings of the gardens in accordance with the Historic American Landscape Survey (HALS) standards. This documentation would include a HALS report in either the short form format or a longer outline format and a measured drawing of the existing conditions. A copy of all of the HALS documentation shall be provided to the Lawrence Halprin archives at the University of Pennsylvania and the Anne T. Kent California Room in the Marin County Free Library. No additional historic registries local to Marin County could be identified.</li> <li>- Installation of a public plaque or element that commemorates the work of Lawrence Halprin on this site.</li> <li>• Design of a new garden that commemorates Lawrence Halprin's design contributions: <ul style="list-style-type: none"> <li>- Within a new garden, recognize Halprin's use of hardscape materials, landscape grading and planting to evoke local, natural elements and delineate space. The garden would not relocate or mimic Halprin's gardens, but could possibly reuse some materials and/or incorporate similar materials in its construction, particularly plant materials.</li> <li>- Locate the new garden in view of the Corte Madera Marsh to maintain the connection of the hospital landscape to the broader natural setting.</li> </ul> </li> </ul>	Project Construction Manager, District Cultural Resource Historical, and District Landscape Architect	County Planning Division and Project Construction Manager	<p>Submittal of HALS documentation to parties/locations specified,</p> <p>Upon installation of a public plaque or element.</p> <p>New garden designs shall be reviewed and approved before the start of construction.</p>	Prior to any construction that alters the Halprin Gardens.	
<b>4.D Cultural and Paleontological Resources (cont.)</b>					
<ul style="list-style-type: none"> <li>• Incorporate a more private garden within the hospital landscape for the purpose of respite or reflection within a natural setting. The intent would be to recall and respect rather than mimic Halprin's work. The garden could also incorporate elements that reference Halprin and his influence.</li> <li>• Marin General Hospital will seek donations to commemorate Lawrence Halprin's influence on the design of the Marin General Hospital Landscape; donations could fund an intern to work with the Halprin</li> </ul>					

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<p>archivist at the University of Pennsylvania or similar relevant efforts for a one-year time duration.</p> <ul style="list-style-type: none"> <li>Document other Bay Area designs of Halprin's from this early period in his career. This documentation would include a list of his projects, plans when available, project locations, a written description identifying the project types and whether they were public or private commissions and photos, when possible, showing the overall character of the designs. The research could serve as an important resource for the local community and could be combined with HALS documentation, with copies sent to the University of Pennsylvania, the Marin County Free Library, or other institutions.</li> </ul> <p>Demolition or destruction of a historical resource, cannot be mitigated below a level of significance, however this mitigation would add to the body of knowledge about Lawrence Halprin's work and would provide further documentation of this particular design.</p>					
<p><b>Mitigation Measure CUL-2:</b> A Secretary of the Interior-qualified archaeologist and a Native American monitor shall be present during ground-disturbing activities in the vicinity of Buildings 1, 2, and 3, and the Halprin Gardens. During the course of the monitoring, the archaeologist may adjust the frequency of the monitoring—from continuous to intermittent—based on observed conditions (i.e. artificial fill) and professional judgment regarding the potential to impact resources. Prior to ground disturbing activities, an archaeological monitoring plan shall be developed that includes:</p> <ul style="list-style-type: none"> <li>Training program for all construction personnel involved in site disturbance activities;</li> <li>Qualifications of person responsible for conducting monitoring activities, including Native American monitors;</li> </ul>	<p>Project Construction Manager and Secretary of the Interior qualified archaeologist and Native American monitor</p>	<p>Project Construction Manager</p>		<p>Prior to construction and during construction.</p>	
<p><b>4.D Cultural and Paleontological Resources (cont.)</b></p>					
<ul style="list-style-type: none"> <li>The required format and content of monitoring reports, assessment, designation and mapping of sensitive cultural resource areas on final project maps;</li> <li>Person(s) responsible for overseeing and directing the monitors;</li> <li>Schedule for submittal of monitoring reports and person(s) responsible for review and approval of monitoring reports;</li> <li>Physical monitoring boundaries;</li> <li>Protocol for notifications in case of encountering of cultural resources, as well as methods of dealing with the encountered resources (e.g.,</li> </ul>	<p>Project Construction Manager and Secretary of the Interior qualified archaeologist and Native American monitor</p>	<p>Project Construction Manager</p>		<p>Prior to construction and during construction.</p>	

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<p>collection, identification, curation);</p> <ul style="list-style-type: none"> <li>• Methods to ensure security of cultural resources sites;</li> <li>• Protocol for notifying local authorities (i.e., Sheriff, Police) should site looting and other illegal activities occur during construction.</li> </ul> <p>If cultural resources are encountered during construction, all activity in the vicinity of the find shall cease until it can be evaluated by a qualified archaeologist and a Native American representative. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the archaeologist and Native American representative determine that the resources may be significant, they will notify the County. An appropriate treatment plan for the resources shall be developed and shall be submitted to the County for review and approval. The archaeologist shall consult with Native American representatives in determining appropriate treatment for prehistoric or Native American cultural resources.</p> <p>In considering any suggested mitigation proposed by the archaeologist and Native American representative, the County will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted. Work may proceed in other parts of the site while mitigation for cultural resources is being carried out.</p>					
<p><b>4.D Cultural and Paleontological Resources (cont.)</b></p>					
<p><b>Mitigation Measure CUL-3:</b> If fossil or fossil bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (in accordance with Society of Vertebrate Paleontology standards). The paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA <i>Guidelines</i> Section 15064.5. The paleontologist shall notify Marin County to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the County determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project, based on the qualities that make the resource important. The excavation plan will include identification of an institution willing and able to</p>	<p>Project Construction Manager and Contractor</p>	<p>Project Construction Manager</p>		<p>During construction.</p>	

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<p>accept fossil specimens; and emergency discovery procedures, including survey and record keeping of fossil-finds, bulk sediment sample collection and processing, specimen identification, disposition, and museum curation of any specimens and data recovered. The excavation plan shall be submitted to the County for review and approval prior to implementation.</p>					
<p><b>Mitigation Measure CUL-4:</b> If potential human remains are encountered, the contractor will halt work in the vicinity of the find and contact the Marin County coroner in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the coroner determines the remains are Native American, the coroner will contact the Native American Heritage Commission. As provided in PRC §5097.98, the Native American Heritage Commission will identify the person or persons believed to be most likely descended from the deceased Native American. The most likely descendent will make recommendations for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.</p>	<p>Project Construction Manager and Contractor</p>	<p>Project Construction Manager</p>		<p>During construction.</p>	

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
4.F Greenhouse Gases and Climate Change					
<p><b>Mitigation Measure GHG-2:</b> The Project shall include the following features to reduce energy consumption that could reduce the GHG emissions associated with the proposed project.</p> <ul style="list-style-type: none"> <li>• <i>Additional Transportation Demand Management Strategies.</i> The project applicant shall implement the following Transportation Demand Management (TDM) program strategies, in addition to maintaining the existing Marin General Hospital valet parking shuttle transit service, onsite carpool parking spaces, and pre-tax transit expense reimbursements for employees:                             <ul style="list-style-type: none"> <li>a) Employee Commute Program. Develop and implement a Marin General Hospital employee commute program with specific actions and goals to provide on-site information to employees about commute alternatives to and from Marin General Hospital. Specific actions shall include the administration of an annual commute behavior survey, implementation of expanded commuter benefit programs, and periodic incentives to promote and encourage commute alternatives to driving alone. Designate an employee transportation coordinator (ETC) to facilitate the program;</li> <li>b) Carpool and Vanpool Matching. Provide easy access to carpool and vanpool matching for Marin General Hospital employees, working together with the Metropolitan Transportation Commission (MTC), <i>511 Rideshare</i>, Transportation Authority of Marin (TAM), or other agency or organization with this objective. Provide a rideshare matching information bulletin board, website our other effective means of facilitating coordination among potential employees interested in ridesharing;</li> <li>c) Bicycle Facilities. Provide employee access to showers and changing facilities and provide additional secured bicycle parking facilities to encourage bicycle use by Marin General Hospital employees;</li> <li>d) Emergency Ride Home. Participate in the countywide Emergency Ride Home (ERH) program administered by TAM for employees who use commute alternatives to driving alone;</li> <li>e) Expanded Preferential Parking Program. Designate an increased ratio of on-site parking for carpool vehicles (exclusive of elderly and handicapped parking).  (The current ratio is approximately one per 120 total on-site spaces – five of 605 spaces.) Clearly indicate the location of the preferential parking spaces using appropriate signage;</li> </ul> </li> </ul>	<p>Project Construction Manager and Contractor, in coordination with the Metropolitan Transportation Commission (MTC), <i>511 Rideshare</i>, Transportation Authority of Marin (TAM), or other agency or organization with this objective.</p>	<p>Marin Healthcare District, and as appropriate, MTC, <i>511 Rideshare</i>, TAM, or other agency or organization with this objective.</p>	<p>Submit the documentation outlined to County Planning to demonstrate compliance. District consultants, in coordination with the agencies or organizations with “Implementation Responsibility”, shall conduct the necessary verifications of each strategy.</p>	<p>At completion of the Hillside Parking Structure (End of Phase I), and annually thereafter: TDM strategies “a”, “b”, “d” and “f”. Except for the administration of an annual commute behavior survey with TDM strategy “a”, each of these strategies are administrative and viable for implementation during construction.</p> <p>One calendar year after completion of the Hillside Parking Structure (Phase I + 1 Year): Administration of an annual commute behavior survey with TDM strategy “a”. This duration allows time for the Employee Commute Program to be established and used before surveying.</p> <p><b>Upon patient occupancy of the Hospital Replacement Building (End of Phase IV):</b> TDM strategies “c” and “e”. These TDM</p>	



**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
4.F Greenhouse Gases and Climate Change (cont.)					
<p>f) Vanpool Program Support. Support and promote the development of employee vanpools countywide, in cooperation with MTC, 511 Rideshare, TAM, and other agencies offering incentive programs, as appropriate.</p> <p><i>Implementation Timeframes.</i> The project applicant shall initially submit to the County Department of Public Works (or other department or agency designated by the County) documentation sufficient to demonstrate implementation and effectiveness of each of the aforementioned strategies within the timeframes below. Also, each of the strategies, except as specified below, shall be extended to include employees of the Ambulatory Services Building when that building is operational.</p> <ul style="list-style-type: none"> <li>- <b>At completion of the Hillside Parking Structure (End of Phase I), and annually thereafter:</b> TDM strategies “a” (<i>Employee Commute Program</i>), except the administration of an annual commute behavior survey; “b” (<i>Carpool and Vanpool Matching</i>); “d” (<i>Emergency Ride Home</i>); and “f” (<i>Vanpool Program Support</i>). Except for the administration of an annual commute behavior survey with TDM strategy “a”, each of these strategies are administrative and viable for implementation during construction.</li> <li>- <b>One calendar year after completion of the Hillside Parking Structure (Phase I + 1 Year):</b> Part of TDM strategy “a” (<i>Employee Commute Program</i>) to administer an annual commute behavior survey. This duration allows time for the Employee Commute Program to be established and used before surveying.</li> <li>- <b>Upon completion of the Ambulatory Services Building (End of Phase III):</b> Part of TDM strategy “c” (<i>Bicycle Facilities</i>) to provide additional secured bicycle parking facilities; and TDM strategy “e” (<i>Expanded Preferential Parking Program</i>).</li> </ul> <p><b>Upon patient occupancy of the Hospital Replacement Building (End of Phase IV):</b> Part of TDM strategy “c” (<i>Bicycle Facilities</i>) to provide employee access to showers and changing facilities for expanded bicycle facilities. This TDM strategy involves establishing facilities in the hospital and therefore would not be available until after the Hospital Replacement Building is operational.</p>				<p>strategies involve establishing facilities in the hospital and the parking areas, therefore this timing allows completion of these project components.</p>	
4.F Greenhouse Gases and Climate Change (cont.)					
<p><i>Reduce Waste Generation.</i> MGH shall include waste management and recycling programs to minimize solid waste generation. Such programs are</p>					

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<p>assumed to minimize waste production. The applicant shall implement waste management and recycling programs to minimize solid waste generation. At a minimum, the applicant shall provide employee information, instructional signage at waste areas; and designated recycling bins to promote avoiding products with excessive packaging, recycling, buying refills instead of new items, separating food and landscaping waste (if composting such waste is elected for the program), and using rechargeable batteries, wherever feasible and consistent with hospital operations and regulations. For modeling purposes, GHG emissions associated with energy associated with landfilling of waste were assumed to be reduced by 10 percent, consistent with and expected reduction in waste generation.</p>					
<p><b>Mitigation Measure GHG-4:</b> Implement Mitigation Measure GHG-2.</p>	See Mitigation Measure GHG-2.				
<p><b>4.J Noise</b></p>					
<p><b>Mitigation Measure NOI-2:</b></p> <p>a) Pursuant to Sections 6.70.030(5) and 6.70.040 of the Marin County Municipal Code, restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday. Construction will be prohibited on Sundays and holidays. Loud noise-generating construction-related equipment (e.g., backhoes, generators, jackhammers) can be maintained, operated, or serviced at a construction site for permits administered by the community development agency from 8:00 a.m. to 5:00 p.m. Monday through Friday only.</p> <p>b) If during construction it is determined that construction noise disrupts ongoing hospital operations for workers of patients within patient rooms or existing medical offices, the project shall erect temporary noise control blanket barriers along existing hospital building facades facing the construction area. This mitigation shall be coordinated with Mitigation Measure BIO-4a. The specific location and height of barriers would depend on the extent of the problem indoors. Noise control blanket barriers can be rented and quickly erected to reduce the intrusiveness of construction noise indoors. If construction noise is not problematic and does not disrupt hospital or medical office operations, the temporary noise barriers would not be necessary.</p>	<p>Project Construction Manager and Contractor</p>	<p>Project Construction Manager</p>	<p>Verify at time of finalizing contract specifications. Verify compliance during construction.</p>	<p>At time of specifications being provided to contractor and ongoing during construction.</p>	
<p><b>4.J Noise (cont.)</b></p>					
<p>c) Where it is feasible to block the line-of-sight to construction activities, construct solid plywood fences (minimum eight feet in height either around the construction zone or at the commonproperty line) to shield adjacent residences or other noise-sensitive land uses prior to major</p>					

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<p>noise generating phases of demolition and construction;</p> <p>d) Shield adjacent sensitive uses from stationary equipment with individual noise barriers or partial acoustical enclosures;</p> <p>e) Relocate patient rooms and sensitive medical offices away from areas undergoing construction, as feasible and practical;</p> <p>f) Use manually adjustable or self-adjusting back-up alarms to increase or decrease the volume of the alarm based on background noise levels. Installation and use of the back-up alarms will be consistent with OSHA (Occupational Safety and Health Administration) regulations;</p> <p>g) Utilize 'quiet' models of air compressors and other stationary noise sources where technology exists;</p> <p>h) Equip all internal combustion engine-driven equipment with intake and exhaust mufflers, which are in good condition and appropriate for the equipment;</p> <p>j) Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from residences or noise-sensitive land uses;</p> <p>k) Locate staging areas and construction material areas as far away as possible from residences or noise-sensitive land uses;</p> <p>l) Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible;</p> <p>m) Control noise from construction workers' radios to a point that they are not audible at existing residences bordering the project site;</p> <p>n) Conduct sensitivity training to inform construction personnel about the requirements of the construction noise control plan and about methods to reduce noise;</p> <p>o) Prohibit all unnecessary idling of internal combustion engines;</p>					
<b>4.J Noise (cont.)</b>					
<p>p) Notify all adjacent business, residences, and noise-sensitive land uses of the construction schedule in writing;</p> <p>q) Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler) and would require that reasonable measures warranted to correct the problem be</p>					

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.					
<b>Mitigation Measure NOI-3:</b> Implement Mitigation Measure NOI-2.	See Mitigation Measure NOI-2.				
<b>Mitigation Measure NOI-4a:</b> During final design of the project, conduct an acoustical analysis to ensure that noise resulting from the rooftop mechanical equipment on the Hospital Replacement Building complies with applicable General Plan policies. The acoustical analysis would calculate noise levels resulting from the selected equipment at the nearest sensitive receiving land uses, assess noise levels relative to applicable standards, and provide feasible and reasonable recommendations to control noise levels in accordance with the applicable limits. Particular attention will be given to the chiller room enclosure and cooling towers. Additional noise control measures might include, but are not limited to, selection of quieter equipment, baffles, packaged sound attenuators, and noise barriers. The report will be completed and submitted to the building department prior to the issuance of building permits, and will be used to determine the added noise measures required.	Project Construction Manager and Contractor	Project Construction Manager and Contractor	Verify completion of analysis	Prior to construction and issuance of building permits.	
<b>Mitigation Measure NOI-4b:</b> During final design of the project, conduct an acoustical analysis to ensure that noise resulting from the operation of the emergency generators is reduced to 85 dBA or less (or a lower limit if necessary to minimize interference with hospital operations) in the ambulance bay. The report will be completed and submitted to the building department prior to the issuance of building permits related to installation of the generators in the West Wing, and will provide feasible and reasonable recommendations as needed to control noise levels in accordance with the applicable limits. Additional noise control measures might include, but are not limited to, high-performance (hospital or critical grade) mufflers, additional banks of silencers, or acoustical louvers. The additional noise control would also reduce noise levels in the surrounding community during testing or emergency operations.	Project Construction Manager and Contractor	Project Construction Manager and Contractor	Verify completion of analysis	Prior to construction and issuance of building permits.	

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
<b>4.M Transportation and Circulation</b>					
<p><b>Mitigation Measure TRA-2a:</b> To improve vehicle sight distance from the planned parking garage right-turn only westbound driveway onto Bon Air Road, no vehicle parking shall be allowed on the east side of Bon Air Road between the garage’s outbound only driveway and the planned inbound only ambulance driveway located to the south (which would entail removal of two parking spaces, in addition to the two or three parking spaces removed to accommodate the new driveways). In addition, planned trees and shrubbery shall be removed in the landscaped areas both south and between the two driveways to allow for improved vehicle sight distance.</p> <p>These measures will result in reducing potential vehicle sight distance problems to a less-than-significant level.</p>	<p>Removing vehicle parking on Bon Air Road: County Public Works</p> <p>Removing planned trees and shrubbery: Marin Healthcare District</p>	<p>County Public Works</p>			
<p><b>Mitigation Measure TRA-2b:</b> To improve traffic flow and reduce potential queuing impacts at the main full-access southern driveway, it is recommended that a double yellow lane striping shall be installed from the driveway’s raised median around the internal curb northbound into the drive aisle to prevent queued vehicles from potentially blocking inbound traffic to the site.</p>	<p>Project Construction Manager and Contractor</p>	<p>Project Construction Manager and because off-site traffic affected, County Public Works</p>			
<p><b>Mitigation Measure TRA-3:</b> Implement Mitigation Measure TRA-2a (improve vehicle sight distance from the planned parking garage right-turn only westbound driveway onto Bon Air Road).</p>	<p>See Mitigation Measure TRA-2a.</p>				
<p><b>Mitigation Measure TRA-7:</b> If the proposed Highway 101 Greenbrae/Twin Cities Corridor Improvement project circulation improvement for Sir Francis Drake Boulevard (eastbound through lane at Eliseo Drive) is deemed feasible, the project applicant shall contribute proportional “fair share” contribution towards that improvement, based on the project’s percent contribution to the total cumulative year 2035 plus project volume at the intersection.</p> <p>The project applicant shall contribute a proportional “fair share” towards the upgrade of A70 traffic signal controllers along Sir Francis Drake Boulevard at the affected intersections at the Wolfe Grade, La Cuesta, and Eliseo Drive intersections based on the percentage of p.m. peak-hour vehicle trips contributed to these intersections.</p> <p>The project applicant shall contribute a proportional “fair share” towards an engineering study to evaluate the potential for increasing the westbound left-turn lane storage based on the percentage of p.m. peak-hour vehicle trips contributed to the Bon Air Road/Sir Francis Drake Boulevard intersection.</p>	<p>Payment of “fair share” contribution towards improvement: Marin Healthcare District</p>	<p>County Public Works and, if any part of the improvement involves Caltrans implementation, Caltrans</p>			

**MARIN GENERAL HOSPITAL REPLACEMENT BUILDING PROJECT - FINAL MITIGATION MONITORING AND REPORTING PROGRAM (Continued)**

Mitigation Measures	Implementation Responsibility	Monitoring Responsibility	Monitoring and Reporting Action	Monitoring Schedule	Verification of Compliance
4.M Transportation and Circulation (cont.)					
There are no additional feasible measures to mitigate the project impact at the other identified intersections to a less-than-significant level.					

# **ATTACHMENT 1**

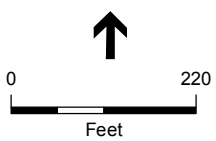
## **200 foot Clapper Rail Noise Buffer**



SOURCE: USGS 2013 Microsoft Corporation

Marin General Hospital . 210606

**MMRP Attachment 1 - Mitigation Measure BIO-4a**  
200 foot Clapper Rail Noise Buffer





## **APPENDIX C**

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### **Final Summary of Impacts, Mitigation Measures, and Residual Effects (Table II-1R)**

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Aesthetics</b>		
<p><b>Impact AES-1:</b> The Project would have a substantial adverse effect on one scenic vista as seen from the Corte Madera Creek pathway. (Potentially Significant)</p>	<p><b>Mitigation Measure AES-1:</b> The applicant shall add taller tree cover, west of the Hospital Replacement Building, than shown in Figure 4.A-7 (photo "C") of the Draft EIR to "break" up the building's west facing facade, as seen from the Corte Madera Creek pathway looking east. In addition to the proposed relocated palm trees and deciduous trees proposed along the west portion of the project site, three to four tall evergreen conifers, such as redwoods or other tree of similar height and shape (e.g., columnar with a tall trunk without dense low branch cover) shall be added to the proposed landscape plan and installed prior to completion of the Hospital Replacement Building. These additional trees shall be adequately spaced in the area between the building and the west edge of the project site to prevent full blockage of views toward Corte Madera Creek, Creekside Marsh, Hal Brown Park and/or views Mt. Tamalpais from hospital rooms. Prior to the appropriate County design review and other approvals for the portion of the site near the Hospital Replacement Building, the applicant shall present the final landscape plan to the County for conformance review with this measure.</p> <p>The applicant shall install some of the new deciduous shade trees between the Hospital Replacement Building and the west property line along Bon Air Road (shown in Figure 3-14R, Landscape Concept Plan) at an earlier phase of work than site preparation for the Hospital Replacement Building. This would allow for some advanced growth of these trees before the Hospital Replacement Building is completed. The early-planted trees shall be spaced so that they do not block the views described above from hospital rooms. If the early-planted trees do not withstand the distress caused by construction activities occurring nearby, those trees shall subsequently be replaced with the same or like kind.</p>	Significant and Unavoidable
<p><b>Impact AES-2:</b> The Project would not substantially damage scenic resources or natural viewsheds, but could result in substantial changes to the natural terrain visible from public viewpoints. (Potentially Significant)</p>	<p><b>Mitigation Measure AES-2:</b> The most visible area of retaining walls along the south access road shall be altered by "stepping" the retaining walls on the hillside for the area that is within 250 feet of Bon Air Road. This shall only apply when retaining walls exceed five feet in height. The "steps" of the retaining walls shall be at least two feet in depth to allow planting areas, and the retaining wall heights shall be no greater than five feet. Evergreen plantings shall be added in the stepped portions of the walls to create a partially vegetated and more naturalized slope, more consistent with the existing vegetated area visible south of the proposed retaining wall, compared to 90-degree-vertical retaining walls with no vegetation. Prior to the appropriate County design review and other approvals for the portion of the site near the Hospital Replacement Building, the applicant shall present the final south access road retaining walls and planting plans to the County for conformance review with this measure.</p>	Less than Significant

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

<b>Environmental Impact</b>	<b>Mitigation Measures</b>	<b>Level of Significance after application of Mitigation</b>
<b>Aesthetics (cont.)</b>		
<b>Impact AES-3:</b> The Project would not substantially degrade the existing visual character of the project site or its surroundings, would not change the visual quality of the region, or eliminate significant visual resources. (Less than Significant)	None required	
<b>Impact AES-4:</b> The Project would not create a significant increase in light and glare that would adversely affect nighttime views in the area. (Less than Significant)	None required	
<b>Impact AES-5:</b> The Project would not significantly reduce sunlight or introduce shadows in areas used extensively by the public. (Less than Significant)	None required	
<b>Impact AES-6:</b> The Project would not conflict with the County goals and policies related to visual quality, or other applicable aesthetic or visual policies or standards. (Less than Significant)	None required	
<b>Impact AES-7:</b> The Project, combined with past, present and other reasonably foreseeable future development in the area, would not cause cumulative aesthetics impact. (Less than Significant)	None required	
<b>Air Quality</b>		
<b>Impact AIR-1:</b> The Project could conflict with or obstruct implementation of the applicable air quality plan. (Less than Significant)	None required	
<b>Impact AIR-2:</b> Construction of the Project would result in short-term construction equipment exhaust emissions that could contribute to existing or projected air quality standard violations. (Potentially Significant)	<p><b>Mitigation Measure AIR-2:</b> The measures listed below to control diesel exhaust emissions associated with demolition, grading and new construction shall be implemented. These measures shall apply to all phases even though the only potential exceedance of a threshold is in 2015 (or through Phase III):</p> <ol style="list-style-type: none"> <li>1. Prior to the commencement of construction activities, the developer or contractor will provide a plan for approval by the District or BAAQMD demonstrating that the heavy-duty (&gt;50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction. The NOx reduction will be based on a comparison to URBEMIS2007 emissions estimates for this project (see Appendix C to this Draft EIR). This plan will address all equipment that will be on site for more than two working days.</li> </ol>	Less than Significant

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
Air Quality (cont.)		
<p><b>Impact AIR-2 (cont.)</b></p>	<ol style="list-style-type: none"> <li>2. Diesel particulate filters (or features that provide equivalent level of PM<sub>2.5</sub> emissions reductions) shall be installed on all diesel-powered equipment with engines larger than 50 horsepower that will be working on the site for more than two working days. These features are anticipated to provide at least a 45-percent reduction in PM<sub>2.5</sub> exhaust emissions.</li> <li>3. During building construction, establish on-site electric power to reduce the use of diesel-powered generators.</li> <li>4. Arrange for service to provide on-site meals for construction workers to avoid travel to off-site locations.</li> <li>5. Stage construction equipment at least 200 feet from existing or new habitable residences. Idling times will be minimized either by shutting equipment off when not in use or reducing the maximum idling time to five minutes in accordance with the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations. Clear signage will be provided for truck operators and construction workers at all access points.</li> <li>7. All construction equipment will be maintained and properly tuned in accordance with manufacturer's specifications. All equipment will be checked by a certified mechanic and determined to be running in proper condition prior to operation.</li> <li>8. Require an on-site disturbance coordinator to ensure that the construction period mitigation measures are enforced. This coordinator will respond to complaints regarding construction activities and construction caused nuisances. The phone number of this disturbance coordinator will be clearly posted at the construction site and provided to nearby residences. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations. A log documenting any complaints and the timely remedy or outcome of such complaints will be kept.</li> </ol>	
<p><b>Impact AIR-3:</b> Construction of the Project would result in short-term generation of fugitive dust that could contribute to existing or projected air quality standard violations. (Potentially Significant)</p>	<p><b>Mitigation Measure AIR-3:</b> The contractor shall implement the following BAAQMD recommended basic fugitive dust mitigation measures:</p> <ol style="list-style-type: none"> <li>1. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.</li> <li>2. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.</li> </ol>	<p align="center">Less than Significant</p>

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Air Quality (cont.)</b>		
	3. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4. All vehicle speeds on unpaved roads shall be limited to 15 mph. 5. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.	
<b>Impact AIR-4:</b> The Project would result in long-term operational emissions of criteria pollutants that could contribute to existing or projected air quality standard violations. (Less than Significant)	None required	
<b>Impact AIR-5:</b> The Project would contribute to community health risk impacts. (Potentially Significant)	<b>Mitigation Measure AIR-5:</b> Implement Mitigation Measure AIR-2.	Less than Significant
<b>Impact AIR-6:</b> Sensitive receptors at Marin General Hospital would not be exposed to health risk impacts. (Less than Significant)	None required	
<b>Impact AIR-7:</b> The Project would not generate localized odors. (Less than Significant)	None required	
<b>Impact AIR-8:</b> The Project would contribute to cumulative air quality degradation and to regional air quality cumulative impacts. (Potentially Significant)	<b>Mitigation Measure AIR-8:</b> Implement Mitigation Measures AIR-2 and AIR-3.	Less than Significant
<b>Biological Resources</b>		
<b>Impact BIO-1:</b> Construction of the Project could adversely impact special-status bat species through removal of potential roosting habitat and through increases in noise levels during construction. (Potentially Significant)	<b>Mitigation Measure BIO-1:</b> (Applies to Phases I through IV) The project applicant shall ensure that construction activities are conducted in a manner that avoids disturbance or mortality of bats, through surveys to determine whether bats are present. If bats are present, limit construction activities as specified below. Specifically, the project applicant shall take the following measures to avoid direct mortality of roosting special-status bats and disturbance of maternity roosts or winter hibernacula during Phases I through IV of the project:  a) Prior to demolition and/or construction of Phases I through IV, a qualified bat biologist, shall conduct surveys of all potential bat habitat within 250 feet of construction activities prior to initiation of such activities. Potentially suitable habitat shall be identified visually. An acoustic detector shall be used to determine any areas of bat activity. At least four nighttime emergence counts shall be undertaken on nights that are warm enough	Less than Significant

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Biological Resources (cont.)</b>		
<b>Impact BIO-1 (cont.)</b>	<p>for bats to be active. The bat biologist shall determine the type of each active roost (i.e., maternity, winter hibernaculum, day or night).</p> <p>b) If based on the pre-construction surveys no evidence of bats (i.e., visual or acoustic detection, guano, staining, strong odors) is present, no further mitigation is required. If pre-construction surveys indicate that roosts are inactive or potential habitat is unoccupied during the construction period, no further mitigation is required.</p> <p>c) Trees or buildings with evidence of bat activity shall be removed during the time that is least likely to affect bats, as determined by a qualified bat biologist. In general, roosts should not be removed if maternity bat roosts are present, typically April 15 – August 15. Roosts should not be removed if present bats are in torpor, typically when temperatures are less than 40 degrees Fahrenheit. Non-maternity bat roosts shall be removed by a qualified bat biologist, by either making the roost unsuitable for bats by opening the roost area to allow airflow through the cavity, or excluding the bats using one-way doors, funnels, or flaps.</p> <p>d) A no-disturbance buffer shall be created around active bat roosts being used for maternity purposes at a distance to be determined by the qualified bat biologist in consultation with CDFW. Bat roosts initiated within 250 feet of the project area after construction has already begun are presumed to be unaffected, and no buffer is necessary. However, the project shall avoid a “take” of individuals, including harming, harassing, or killing.</p> <p>e) If known bat roosting habitat is to be destroyed during tree removal activities, artificial bat roosts shall be constructed at least two weeks prior to such disturbance, in an undisturbed area of the property, at least 250 feet from any ongoing or future activities. The design and location of the artificial bat roost(s) shall be determined by a qualified bat biologist.</p>	
<b>Impact BIO-2:</b> The Project would not have a substantial adverse effect on migratory and breeding birds through building collisions and increases in night lighting. (Less than Significant)	None required	
<b>Impact BIO-3:</b> The Project could affect breeding raptors and other special-status birds through vegetation removal associated with construction. (Potentially Significant)	<b>Mitigation Measure BIO-3a: (Applies to Phases I-IV)</b> No more than two weeks in advance of any tree or shrub pruning, removal, ground-disturbing activity, or other construction activity that will commence during the breeding season (February 1 through August 31), a qualified wildlife biologist shall conduct pre-construction surveys of all potential nesting habitat in the vicinity of the planned activity.	Less than Significant

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Biological Resources (cont.)</b>		
<p><b>Impact BIO-3 (cont.)</b></p>	<p>If construction activities for the project cease for a period of seven days or longer, or if construction does not begin within the immediate area within seven days of the initial pre-construction surveys, the qualified wildlife biologist shall conduct another pre-construction survey.</p> <p>Pre-construction surveys are not required for construction activities scheduled to occur during the non-breeding season (August 31 through January 31). Construction activities commencing during the non-breeding season and continuing into the breeding season do not require surveys (as it is assumed that any breeding birds taking up nests would be acclimated to project-related activities already under way).</p> <p>If active nests are found on the site during construction, construction shall be temporarily halted and the consultation with the State Department of Fish and Wildlife will be required before re-commencing construction activities. Nests initiated during construction activities would be presumed to be unaffected by the activity, and a buffer zone around such nests would not be necessary. However, a nest initiated during construction cannot be moved or altered and the nests shall be clearly identified and the immediate area fenced to prevent destruction.</p> <p>If pre-construction surveys indicate that no nests are present or that nests are inactive or potential habitat is unoccupied, no further mitigation is required. If active nests are found during pre-construction surveys, Mitigation Measure BIO-3b will be required.</p> <p><b>Mitigation Measure BIO-3b:</b> If active nests are found during pre-construction surveys, the results of the surveys shall be discussed with the CDFW and avoidance procedures shall be adopted, if necessary, on a case-by-case basis. In the event that an active nest is found, construction in the vicinity would not be initiated until avoidance measures are adopted. Avoidance measures shall include construction buffer areas (up to several hundred feet in the case of raptors), relocation of birds, or seasonal avoidance, as needed. If buffers are created, a no-disturbance zone shall be created around active nests for the remainder of the breeding season, or until a qualified biologist determines that all young have fledged. The size of the buffer zones and types of construction activities restricted shall take into account factors such as the following:</p> <ul style="list-style-type: none"> <li>a) Noise and human disturbance levels at the project site and the nesting site at the time of the survey and the noise and disturbance expected during the construction activity;</li> <li>b) Distance and amount of vegetation or other screening between the project site and the nest; and</li> </ul>	

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Biological Resources (cont.)</b>		
	c) Sensitivity of individual nesting species and behaviors of the nesting birds.	
<p><b>Impact BIO-4:</b> The Project could affect migratory and breeding birds indirectly through increases in ambient noise due to construction. (Potentially Significant)</p>	<p><b>Mitigation Measure BIO-4a: (Applies to major noise generating construction and/or demolition phases occurring within 200 feet of Creekside Marsh, as delineated in the Mitigation Monitoring and Reporting Program Attachment 1)</b> To ensure project construction activities do not exceed existing ambient noise levels (as documented by long-term noise measurement LT-3, as shown in Figure 4.J-1R provided in the Final EIR, to be 60-69 dBA Leq, as stated on page 4.J-5 of the Draft EIR) at Creekside Marsh by over 10dBA:</p> <p>a) Project construction activities shall take place September-January, outside the clapper rail breeding season of February through August); or</p>	Less than Significant
<p><b>Impact BIO-4 (cont.)</b></p>	<p>b) Consistent with Mitigation Measure NOI-2 in Section 4.K, <i>Noise</i>, noise reduction measures, including solid plywood fences, sound blankets, or other barriers with noise-dampening materials shall be constructed along portions of the western edge of the project site prior to initiation of construction to serve as noise attenuation barriers. Noise barriers shall be installed on the project site in all locations within 200 feet of the Corte Madera Creekside Marsh and grassland buffer (as delineated in Attachment 1 to the Mitigation Monitoring and Reporting Program and consistent with Figure 4.C-2R [in the Final EIR] supporting Mitigation Measure BIO-6). The barriers shall shield the marshes from major noise generating phases of demolition and construction and will serve to attenuate noise emanating from the project site so any direct or reflected noise would not create increases greater than 10 dBA above current ambient levels in the marshes, where there may be breeding California clapper rails. The noise attenuation barrier shall be a minimum of 8 feet in height, but sufficient in height to reduce any noise from construction on upper stories or building rooftops.</p> <p>To ensure these noise attenuation barriers prevent significant impacts to breeding California clapper rails, a qualified biologist and noise technician shall periodically monitor noise levels at the edge of Creekside Marsh at least four times per month during the duration of construction within the breeding season.</p> <p>As an extra measure, the District shall retain a qualified biologist and noise monitor to monitor noise conditions at least four to five times during the month of January. The noise monitoring shall coincide with construction activities anticipated to produce the loudest noise. If sound levels are measured that exceed 10 dBA above ambient noise conditions,</p>	



**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
	<p>construction shall be temporarily halted and the contractor shall assess whether other work that would not exceed this threshold can be conducted during the phase of work. If no other construction can occur, work shall not re-commence until consultation with USFWS and CDFW<sup>1</sup> occurs.</p> <p><sup>1</sup> Previously "California Department of Fish and Game" or "CDFG" at the time the Draft EIR was published. This revision is made throughout only where it affects mitigation measures and current discussion in this Final EIR.</p> <p><b>Mitigation Measure BIO-4b:</b> Implement Mitigation Measure NOI-2.</p>	
<p><b>Impact BIO-5:</b> The Project would not have a substantial adverse effect on Waters of the United States, Waters of the State, or critical habitat for endangered steelhead and coho salmon. (Less than Significant)</p>	<p>None required</p>	

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Biological Resources (cont.)</b>		
<p><b>Impact BIO-6:</b> The Project would involve the removal of native trees protected under the Marin County Native Tree Protection and Preservation Ordinance. Tree work on the project site has the potential to spread sudden oak death syndrome. (Potentially Significant)</p>	<p><b>Mitigation Measure BIO-6a: (Applies to Phases I-IV)</b> Prior to the removal of County Protected or Heritage trees, the project applicant shall apply for and obtain from the County a Tree Removal Permit. Prior to construction initiation for each project phase, the project applicant shall prepare a map indicating the size and species of trees to be removed and retained. In addition, the project applicant shall do all of the following:</p> <ul style="list-style-type: none"> <li>a) Prior to the start of any clearing, stockpiling, excavation, grading, compaction, paving, change in ground elevation, or construction, preserved trees that occur adjacent to, or within, project construction shall be identified as preserved and clearly delineated by constructing short post and plank walls, or other protective fencing material, at the dripline of each tree.</li> <li>b) The delineation markers shall remain in place for the duration of the work.</li> <li>c) Where proposed development or other site work must encroach upon the dripline of a preserved tree, special construction techniques shall be required to allow the roots of remaining trees within the project site to breathe and obtain water (examples include, but are not limited to, use of hand equipment for tunnels and trenching, and/or allowance of only one pass through a tree's dripline). Tree wells or other techniques may be used.</li> <li>d) Excavation adjacent to any trees, when permitted, shall be in such a manner that shall cause only minimal root damage.</li> <li>e) The following shall not occur within the dripline of any retained tree: parking; storage of vehicles, equipment, machinery, stockpiles of excavated soils, or construction materials; or dumping of oils or chemicals.</li> </ul> <p><b>Mitigation Measure BIO-6b: (Applies to Phases I-IV):</b> All pruning activities of preserved trees shall be performed by a certified arborist.</p> <ul style="list-style-type: none"> <li>a) No more than 25 percent of a tree's canopy shall be removed during pruning activities of retained trees.</li> <li>b) If any protected preserved tree is damaged, then the project applicant shall replace the tree as required by the County.</li> <li>c) All removed trees that meet the criteria of a protected tree shall be replaced with the same species removed as required by the County.</li> </ul> <p><b>Mitigation Measure BIO-6c: (Applies to Phases I-IV):</b> The project applicant shall develop and implement a five-year monitoring program for any required replacement plantings. Applicable performance standards may include, but are not limited to: 75 percent survival rate of replacement</p>	<p align="center">Less than Significant</p>

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
Biological Resources (cont.)		
Impact BIO-6 (cont.)	<p>plantings; absence of invasive plant species; and self-sustaining trees at the end of five years.</p> <p><b>Mitigation Measure BIO-6d: (Applies to Phases I-IV):</b> All tree removal and pruning activities shall include measures to avoid the spread of SOD. Such measures may include, but are not limited to the following:</p> <p><i>Before working:</i></p> <ul style="list-style-type: none"> <li>a) As a precaution against spreading the pathogen, clean and disinfect pruning tools after use on confirmed or suspected infested trees or in known infested areas. Sanitize tools before pruning healthy trees or working in pathogen-free areas. Clean chippers and other vehicles of mud, dirt, leaves, organic material, and woody debris before leaving a site known to have SOD and before entering a site with susceptible hosts.</li> <li>b) Inform crews about the arboricultural implications of SOD and sanitation practices when they are working in infested areas.</li> <li>c) Provide crews with sanitation kits. (Sanitation kits should contain the following: Chlorine bleach (10/90 mixture bleach to water) or Clorox Clean-up® or Lysol®, scrub brush, metal scraper, boot brush, and plastic gloves).</li> <li>d) Sanitize shoes, pruning gear, and other equipment before working in an area with susceptible species.</li> </ul> <p><i>While working:</i></p> <ul style="list-style-type: none"> <li>a) When possible, work on SOD-infected and susceptible species during the dry season (June–October). When working in wet conditions, keep equipment on paved, graveled, or dry surfaces and avoid mud.</li> <li>b) Work in disease-free areas before proceeding to infested areas.</li> <li>c) If possible, do not collect soil or plant material (wood, brush, leaves, and litter) from host trees in the quarantine area. Within the quarantine area, host material (e.g., wood, bark, brush, chips, leaves, or firewood) from tree removals or pruning of symptomatic or non-symptomatic host plants should remain onsite to minimize pathogen spread.</li> </ul> <p><i>After working:</i></p> <ul style="list-style-type: none"> <li>a) Use all reasonable methods to sanitize personal gear and crew equipment before leaving a SOD infested site. Scrape, brush, and/or hose off accumulated soil and mud from clothing, gloves, boots, and shoes. Remove mud and plant debris by blowing out or power washing chipper trucks, chippers, bucket trucks, fertilization and soil aeration equipment, cranes, and other vehicles.</li> </ul>	

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Biological Resources (cont.)</b>		
<b>Impact BIO-6 (cont.)</b>	b) Restrict the movement of soil and leaf litter under and around infected trees as spores may be found there. c) Tools used in tree removal/pruning may become contaminated and should be disinfected with Lysol® spray, a 70 percent or greater solution of alcohol, or a Clorox® bleach solution (1 part Clorox® bleach to 9 parts water or Clorox Cleanup ®). Implementation of Mitigation Measures BIO-6a through BIO-6d would reduce impacts to trees protected under the Marin County Tree Preservation Ordinance.	
<b>Impact BIO-7:</b> The Project, combined with other past, present, and reasonably foreseeable development in the vicinity of the Project site would not result in cumulative impacts on special-status species, wetlands and other waters of the U.S. and State, and protected trees. (Less than Significant)	None required	
<b>Cultural and Paleontological Resources</b>		
<b>Impact CUL-1:</b> The Project will have an impact on a historical resource as defined by PRC Section 5024.1. (Significant)	<b>Mitigation Measure CUL-1:</b> The project applicant shall conduct the following: <ul style="list-style-type: none"> <li>• Pre-demolition photo-documentation, a report, and as-built drawings of the gardens in accordance with the Historic American Landscape Survey (HALS) standards. This documentation would include a HALS report in either the short form format or a longer outline format and a measured drawing of the existing conditions. A copy of all of the HALS documentation shall be provided to the Lawrence Halprin archives at the University of Pennsylvania and the Anne T. Kent California Room in the Marin County Free Library. No additional historic registries local to Marin County could be identified.</li> <li>• Installation of a public plaque or element that commemorates the work of Lawrence Halprin on this site.</li> <li>• Design of a new garden that commemorates Lawrence Halprin's design contributions:               <ul style="list-style-type: none"> <li>- Within a new garden, recognize Halprin's use of hardscape materials, landscape grading and planting to evoke local, natural elements and delineate space. The garden would not relocate or mimic Halprin's gardens, but could possibly reuse some materials and/or incorporate similar materials in its construction, particularly plant materials.</li> </ul> </li> </ul>	Significant and Unavoidable

**FINAL TABLE 2-1R**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Cultural and Paleontological Resources (cont.)</b>		
<b>Impact CUL-1 (cont.)</b>	<ul style="list-style-type: none"> <li>- Locate the new garden in view of the Corte Madera Marsh to maintain the connection of the hospital landscape to the broader natural setting.</li> <li>• Incorporate a more private garden within the hospital landscape for the purpose of respite or reflection within a natural setting. The intent would be to recall and respect rather than mimic Halprin's work. The garden could also incorporate elements that reference Halprin and his influence.</li> <li>• Marin General Hospital will seek donations to commemorate Lawrence Halprin's influence on the design of the Marin General Hospital Landscape; donations could fund an intern to work with the Halprin archivist at the University of Pennsylvania or similar relevant efforts for a one-year time duration.</li> <li>• Document other Bay Area designs of Halprin's from this early period in his career. This documentation would include a list of his projects, plans when available, project locations, a written description identifying the project types and whether they were public or private commissions and photos, when possible, showing the overall character of the designs. The research could serve as an important resource for the local community and could be combined with HALS documentation, with copies sent to the University of Pennsylvania, the Marin County Free Library, or other institutions.</li> </ul> <p>Demolition or destruction of a historical resource, cannot be mitigated below a level of significance, however this mitigation would add to the body of knowledge about Lawrence Halprin's work and would provide further documentation of this particular design.</p>	
<b>Impact CUL-2:</b> The Project would have an impact on archaeological resources as defined by PRC Section 21083.2(g). (Potentially Significant)	<b>Mitigation Measure CUL-2:</b> A Secretary of the Interior-qualified archaeologist and a Native American monitor shall be present during ground-disturbing activities in the vicinity of Buildings 1, 2, and 3, and the Halprin Gardens. During the course of the monitoring, the archaeologist may adjust the frequency of the monitoring—from continuous to intermittent— based on observed conditions (i.e. artificial fill) and professional judgment regarding the potential to impact resources. Prior to ground disturbing activities, an archaeological monitoring plan shall be developed that includes: <ul style="list-style-type: none"> <li>• Training program for all construction personnel involved in site disturbance activities;</li> <li>• Qualifications of person responsible for conducting monitoring activities,</li> </ul>	Less than Significant

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Cultural and Paleontological Resources (cont.)</b>		
<b>Impact CUL-2 (cont.)</b>	<p>including Native American monitors;</p> <ul style="list-style-type: none"> <li>• The required format and content of monitoring reports, assessment, designation and mapping of sensitive cultural resource areas on final project maps; Person(s) responsible for overseeing and directing the monitors;</li> <li>• Schedule for submittal of monitoring reports and person(s) responsible for review and approval of monitoring reports;</li> <li>• Physical monitoring boundaries;</li> <li>• Protocol for notifications in case of encountering of cultural resources, as well as methods of dealing with the encountered resources (e.g., collection, identification, curation);</li> <li>• Methods to ensure security of cultural resources sites;</li> <li>• Protocol for notifying local authorities (i.e., Sheriff, Police) should site looting and other illegal activities occur during construction.</li> </ul> <p>If cultural resources are encountered during construction, all activity in the vicinity of the find shall cease until it can be evaluated by a qualified archaeologist and a Native American representative. Prehistoric archaeological materials might include obsidian and chert flaked-stone tools (e.g., projectile points, knives, scrapers) or toolmaking debris; culturally darkened soil ("midden") containing heat-affected rocks, artifacts, or shellfish remains; and stone milling equipment (e.g., mortars, pestles, handstones, or milling slabs); and battered stone tools, such as hammerstones and pitted stones. Historic-period materials might include stone, concrete, or adobe footings and walls; filled wells or privies; and deposits of metal, glass, and/or ceramic refuse. If the archaeologist and Native American representative determine that the resources may be significant, they will notify the County. An appropriate treatment plan for the resources shall be developed and shall be submitted to the County for review and approval. The archaeologist shall consult with Native American representatives in determining appropriate treatment for prehistoric or Native American cultural resources.</p> <p>In considering any suggested mitigation proposed by the archaeologist and Native American representative, the County will determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is infeasible, other appropriate measures (e.g., data recovery) will be instituted. Work may proceed in other parts of the site while mitigation for cultural resources is being carried out.</p>	

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Cultural and Paleontological Resources (cont.)</b>		
<b>Impact CUL-3:</b> The Project could have an impact on a paleontological resource. (Potentially Significant)	<b>Mitigation Measure CUL-3:</b> If fossil or fossil bearing deposits are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (in accordance with Society of Vertebrate Paleontology standards). The paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA <i>Guidelines</i> Section 15064.5. The paleontologist shall notify Marin County to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the County determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project, based on the qualities that make the resource important. The excavation plan will include identification of an institution willing and able to accept fossil specimens; and emergency discovery procedures, including survey and record keeping of fossil-finds, bulk sediment sample collection and processing, specimen identification, disposition, and museum curation of any specimens and data recovered. The excavation plan shall be submitted to the County for review and approval prior to implementation.	Less than Significant
<b>Impact CUL-4:</b> The Project could have an impact on human remains. (Potentially Significant)	<b>Mitigation Measure CUL-4:</b> If potential human remains are encountered, the contractor will halt work in the vicinity of the find and contact the Marin County coroner in accordance with PRC Section 5097.98 and Health and Safety Code Section 7050.5. If the coroner determines the remains are Native American, the coroner will contact the Native American Heritage Commission. As provided in PRC §5097.98, the Native American Heritage Commission will identify the person or persons believed to be most likely descended from the deceased Native American. The most likely descendent will make recommendations for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.	Less than Significant
<b>Impact CUL-5:</b> The Project, combined with other past, present and reasonably foreseeable development would not have a cumulative impact on cultural resources. (Less than Significant)	None required	
<b>Geology, Soils, and Seismicity</b>		
<b>Impact GEO-1:</b> The Project would not expose people or structures to potential substantial adverse effects involving strong seismic ground-shaking and associated secondary effects due to landslides and/or weak or liquefiable soils. (Less than Significant)	None required	

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Geology, Soils, and Seismicity (cont.)</b>		
<b>Impact GEO-2:</b> The Project would not expose people or structures to potential substantial adverse effects involving soils that have shrink-swell characteristics or other properties (e.g., corrosivity, settlement, or collapse) that could damage foundations, underground utilities, and other sub-grade structures. (Less than Significant)	None required	
<b>Impact GEO-3:</b> The Project would not have a substantial adverse effect due to it being located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, resulting in a landslide, earthflow or other earth movement, or be subject to soil erosion or loss of topsoil. (Less than Significant)	None required	
<b>Impact GEO-4:</b> The Project, combined with other existing, planned, proposed, or reasonably foreseeable development in the region, would not result in cumulative geologic and soil hazards. (Less than Significant)	None required	
<b>Greenhouse Gases and Climate Change</b>		
<b>Impact GHG-1:</b> Construction of the Project would result in increased GHG emissions, but would incorporate best management practices. (Less than Significant)	None required	
<b>Impact GHG-2:</b> Operations of the Project would result in increased GHG emissions. (Potentially Significant)	<p><b>Mitigation Measure GHG-2:</b> The Project shall include the following features to reduce energy consumption that could reduce the GHG emissions associated with the proposed project.</p> <ul style="list-style-type: none"> <li>• <i>Additional Transportation Demand Management Strategies.</i> The project applicant shall implement the following Transportation Demand Management (TDM) program strategies, in addition to maintaining the existing Marin General Hospital valet parking shuttle transit service, onsite carpool parking spaces, and pre-tax transit expense reimbursements for employees:               <ol style="list-style-type: none"> <li>a) Employee Commute Program. Develop and implement a Marin General Hospital employee commute program with specific actions and goals to provide on-site information to employees about commute alternatives to and from Marin General Hospital. Specific actions shall include the administration of an annual commute behavior survey, implementation of expanded commuter benefit programs, and periodic incentives to promote and encourage commute alternatives to driving alone. Designate an employee transportation coordinator (ETC) to facilitate the program;</li> </ol> </li> </ul>	Less than Significant



**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Greenhouse Gases and Climate Change (cont.)</b>		
<b>Impact GHG-2 (cont.)</b>	<p>b) Carpool and Vanpool Matching. Provide easy access to carpool and vanpool matching for Marin General Hospital employees, working together with the Metropolitan Transportation Commission (MTC), 511 Rideshare, Transportation Authority of Marin (TAM), or other agency or organization with this objective. Provide a rideshare matching information bulletin board, website or other effective means of facilitating coordination among potential employees interested in ridesharing;</p> <p>c) Bicycle Facilities. Provide employee access to showers and changing facilities and provide additional secured bicycle parking facilities to encourage bicycle use by Marin General Hospital employees;</p> <p>d) Emergency Ride Home. Participate in the countywide Emergency Ride Home (ERH) program administered by TAM for employees who use commute alternatives to driving alone;</p> <p>e) Expanded Preferential Parking Program. Designate an increased ratio of on-site parking for carpool vehicles (exclusive of elderly and handicapped parking). (The current ratio is approximately one per 120 total on-site spaces – five of 605 spaces.) Clearly indicate the location of the preferential parking spaces using appropriate signage;</p> <p>f) Vanpool Program Support. Support and promote the development of employee vanpools countywide, in cooperation with MTC, 511 Rideshare, TAM, and other agencies offering incentive programs, as appropriate.</p> <p><i>Implementation Timeframes.</i> The project applicant shall initially submit to the County Department of Public Works (or other department or agency designated by the County) documentation sufficient to demonstrate implementation and effectiveness of each of the aforementioned strategies within the timeframes below. Also, each of the strategies, except as specified below, shall be extended to include employees of the Ambulatory Services Building when that building is operational.</p> <p>- <b>At completion of the Hillside Parking Structure (End of Phase I), and annually thereafter:</b> TDM strategies “a” (<i>Employee Commute Program</i>), except the administration of an annual commute behavior survey; “b” (<i>Carpool and Vanpool Matching</i>); “d” (<i>Emergency Ride Home</i>); and “f” (<i>Vanpool Program Support</i>). Except for the administration of an annual commute behavior survey with TDM strategy “a”, each of these strategies are administrative and viable for implementation during construction.</p>	

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Greenhouse Gases and Climate Change (cont.)</b>		
<b>Impact GHG-2 (cont.)</b>	<ul style="list-style-type: none"> <li>- <b>One calendar year after completion of the Hillside Parking Structure (Phase I + 1 Year):</b> Part of TDM strategy "a" (<i>Employee Commute Program</i>) to administer an annual commute behavior survey. This duration allows time for the Employee Commute Program to be established and used before surveying.</li> <li>- <b>Upon completion of the Ambulatory Services Building (End of Phase III):</b> Part of TDM strategy "c" (<i>Bicycle Facilities</i>) to provide additional secured bicycle parking facilities; and TDM strategy "e" (<i>Expanded Preferential Parking Program</i>).</li> <li>- <b>Upon patient occupancy of the Hospital Replacement Building (End of Phase IV):</b> Part of TDM strategy "c" (<i>Bicycle Facilities</i>) to provide employee access to showers and changing facilities for expanded bicycle facilities. This TDM strategy involves establishing facilities in the hospital and therefore would not be available until after the Hospital Replacement Building is operational.</li> <li>• <b>Reduce Waste Generation.</b> MGH shall include waste management and recycling programs to minimize solid waste generation. Such programs are assumed to minimize waste production. The applicant shall implement waste management and recycling programs to minimize solid waste generation. At a minimum, the applicant shall provide employee information, instructional signage at waste areas; and designated recycling bins to promote avoiding products with excessive packaging, recycling, buying refills instead of new items, separating food and landscaping waste (if composting such waste is elected for the program), and using rechargeable batteries, wherever feasible and consistent with hospital operations and regulations. For modeling purposes, GHG emissions associated with energy associated with landfilling of waste were assumed to be reduced by 10 percent, consistent with and expected reduction in waste generation.</li> </ul>	
<b>Impact GHG-3:</b> The Project would not conflict with an applicable plan, policy, or regulation adopted to reduce GHGs. (Less than Significant).	None required	
<b>Impact GHG-4:</b> The incremental GHG impact of the Project would be cumulatively considerable (Potentially Significant)	<b>Mitigation Measure GHG-4:</b> Implement Mitigation Measure GHG-2.	Less than Significant
<b>Hazards and Hazardous Materials</b>		
<b>Impact HAZ-1:</b> The Project would not cause a significant hazard due to the transport, use and storage of hazardous chemicals, radioactive	None required	

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Hazards and Hazardous Materials (cont.)</b>		
materials, and biohazardous materials. (Less than Significant)		
<b>Impact HAZ-2:</b> The Project's demolition or renovation of existing structures that contain hazardous building materials would not cause a significant hazard by exposing workers, the public, or the environment to them or by generating hazardous waste. (Less than Significant)	None required	
<b>Impact HAZ-3:</b> The Project would not cause a significant hazard by emitting hazardous materials or handling hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school. (Less than Significant)	None required	
<b>Impact HAZ-4:</b> The Project would occur on a site listed in Government Code Section 65962.5 and could disturb soil and groundwater impacted by historic hazardous material use, but would not cause a significant hazard by exposing construction workers, the public, or the environment to adverse conditions related to hazardous materials handling. (Less than Significant)	None required	
<b>Impact HAZ-5:</b> The Project would not cause a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Less than Significant)	None required	
<b>Impact HAZ-6:</b> The Project, combined with past, present and other reasonably foreseeable development in the area, would not cause cumulative impacts with respect to hazardous materials. (Less than Significant)	None required	
<b>Hydrology and Water Quality</b>		
<b>Impact HYD-1:</b> The project would not involve activities that would violate water quality standards or waste discharge requirements; result in substantial erosion or siltation; create or constitute substantial polluted runoff; or otherwise substantially degrade water quality. (Less than Significant)	None required	
<b>Impact HYD-2:</b> The Project would not result in impacts due to the depletion of groundwater supplies or substantially interference with groundwater recharge. (Less than Significant)	None required	
<b>Impact HYD-3:</b> The Project would not alter existing drainage patterns,	None required	

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

<b>Environmental Impact</b>	<b>Mitigation Measures</b>	<b>Level of Significance after application of Mitigation</b>
<b>Hydrology and Water Quality (cont.)</b>		
which could result in increased pollutant loading in stormwater runoff, leading to violation of water quality standards of receiving waters or increase the volume of stormwater runoff, leading to flooding in downstream areas. (Less than Significant)		
<b>Impact HYD-4:</b> The Project would not result in significant impacts by placing structures within a 100-year flood hazard zone. (Less than Significant)	None required	
<b>Impact HYD-5:</b> The Project would not expose people or structures to a significant risk of loss, injury or death resulting from flooding caused by failure of a levee or dam. (Less than Significant)	None required	
<b>Impact HYD-6:</b> The Project site would not expose people or structures to a significant risk of loss, injury or death resulting from flooding caused by seiche, tsunami or mudflow. (Less than Significant)	None required	
<b>Impact HYD-7:</b> The project, in conjunction with past, present and other reasonably foreseeable development in the area, would not cause cumulative impacts with respect to hydrology and water quality. (Less than Significant)	None required	
<b>Land Use, Plans, and Policies</b>		
<b>Impact LU-1:</b> The Project would not conflict with uses at the periphery of the project area, divide an existing community, convert open space, or result in incompatible land uses. (Less than Significant)	None required	
<b>Impact LU-2:</b> The Project would not conflict with any applicable land use plan, goal, policy, or regulation, including zoning, adopted for the purpose of avoiding or mitigating an environmental effect. (Less than Significant)	None required	
<b>Impact LU-3:</b> The Project, combined with past, present, and reasonably foreseeable projects in the area, would not result in a cumulative land use impact regarding land use, plans and policies. (Less than Significant)	None required	

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
Noise and Vibration		
<b>Impact NOI-1:</b> The Project would not develop land uses that would be incompatible with the noise environment at and nearby the project site. (Less than Significant)	None required	
<b>Impact NOI-2:</b> Construction of the Project would substantially and temporarily increase noise levels in areas of sensitive receptors and exceed the ambient noise environment. (Significant)	<p><b>Mitigation Measure NOI-2:</b></p> <ul style="list-style-type: none"> <li>a) Pursuant to Sections 6.70.030(5) and 6.70.040 of the Marin County Municipal Code, restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours of 7:00 a.m. to 6:00 p.m., Monday through Friday and 9:00 a.m. to 5:00 p.m. on Saturday. Construction will be prohibited on Sundays and holidays. Loud noise-generating construction-related equipment (e.g., backhoes, generators, jackhammers) can be maintained, operated, or serviced at a construction site for permits administered by the community development agency from 8:00 a.m. to 5:00 p.m. Monday through Friday only.</li> <li>b) If during construction it is determined that construction noise disrupts on-going hospital operations for workers of patients within patient rooms or existing medical offices, the project shall erect temporary noise control blanket barriers along existing hospital building facades facing the construction area. This mitigation shall be coordinated with Mitigation Measure BIO-4a. The specific location and height of barriers would depend on the extent of the problem indoors. Noise control blanket barriers can be rented and quickly erected to reduce the intrusiveness of construction noise indoors. If construction noise is not problematic and does not disrupt hospital or medical office operations, the temporary noise barriers would not be necessary.</li> <li>c) Where it is feasible to block the line-of-sight to construction activities, construct solid plywood fences (minimum eight feet in height either around the construction zone or at the common property line) to shield adjacent residences or other noise-sensitive land uses prior to major noise generating phases of demolition and construction;</li> <li>d) Shield adjacent sensitive uses from stationary equipment with individual noise barriers or partial acoustical enclosures;</li> <li>e) Relocate patient rooms and sensitive medical offices away from areas undergoing construction, as feasible and practical;</li> <li>f) Use manually adjustable or self-adjusting back-up alarms to increase or decrease the volume of the alarm based on background noise levels. Installation and use of the back-up alarms will be consistent with OSHA (Occupational Safety and Health Administration) regulations;</li> </ul>	Significant and Unavoidable

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Noise and Vibration (cont.)</b>		
<b>Impact NOI-2 (cont.)</b>	<ul style="list-style-type: none"> <li>g) Utilize 'quiet' models of air compressors and other stationary noise sources where technology exists;</li> <li>h) Equip all internal combustion engine-driven equipment with intake and exhaust mufflers, which are in good condition and appropriate for the equipment;</li> <li>j) Locate all stationary noise-generating equipment, such as air compressors and portable power generators, as far away as possible from residences or noise-sensitive land uses;</li> <li>k) Locate staging areas and construction material areas as far away as possible from residences or noise-sensitive land uses;</li> <li>l) Route all construction traffic to and from the project site via designated truck routes where possible. Prohibit construction related heavy truck traffic in residential areas where feasible;</li> <li>m) Control noise from construction workers' radios to a point that they are not audible at existing residences bordering the project site;</li> <li>n) Conduct sensitivity training to inform construction personnel about the requirements of the construction noise control plan and about methods to reduce noise;</li> <li>o) Prohibit all unnecessary idling of internal combustion engines;</li> <li>p) Notify all adjacent business, residences, and noise-sensitive land uses of the construction schedule in writing;</li> <li>q) Designate a "disturbance coordinator" who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaint (e.g., starting too early, bad muffler) and would require that reasonable measures warranted to correct the problem be implemented. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include it in the notice sent to neighbors regarding the construction schedule.</li> </ul>	
<b>Impact NOI-3:</b> Construction of the Project could expose persons to groundborne vibration. (Potentially Significant)	<b>Mitigation Measure NOI-3:</b> Implement Mitigation Measure NOI-2.	Less than Significant
<b>Impact NOI-4:</b> The Project could generate operational noise levels that exceed standards established in the Marin Countywide Plan. (Potentially Significant)	<b>Mitigation Measure NOI-4a:</b> During final design of the project, conduct an acoustical analysis to ensure that noise resulting from the rooftop mechanical equipment on the Hospital Replacement Building complies with applicable General Plan policies. The acoustical analysis would calculate noise levels resulting from the selected equipment at the nearest sensitive	Less than Significant

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Noise and Vibration (cont.)</b>		
<b>Impact NOI-4 (cont.)</b>	<p>receiving land uses, assess noise levels relative to applicable standards, and provide feasible and reasonable recommendations to control noise levels in accordance with the applicable limits. Particular attention will be given to the chiller room enclosure and cooling towers. Additional noise control measures might include, but are not limited to, selection of quieter equipment, baffles, packaged sound attenuators, and noise barriers. The report will be completed and submitted to the building department prior to the issuance of building permits, and will be used to determine the added noise measures required.</p> <p><b>Mitigation Measure NOI-4b:</b> During final design of the project, conduct an acoustical analysis to ensure that noise resulting from the operation of the emergency generators is reduced to 85 dBA or less (or a lower limit if necessary to minimize interference with hospital operations) in the ambulance bay. The report will be completed and submitted to the building department prior to the issuance of building permits related to installation of the generators in the West Wing, and will provide feasible and reasonable recommendations as needed to control noise levels in accordance with the applicable limits. Additional noise control measures might include, but are not limited to, high-performance (hospital or critical grade) mufflers, additional banks of silencers, or acoustical louvers. The additional noise control would also reduce noise levels in the surrounding community during testing or emergency operations.</p>	
<b>Impact NOI-5:</b> The Project would not result in increased traffic volumes that would substantially increase noise levels at sensitive receivers in the project vicinity. (Less than Significant)	None required	
<b>Impact NOI-6:</b> The Project, combined with past, present, and reasonably foreseeable projects, would not substantially increase traffic noise levels along area roadways or result in cumulatively significant temporary or operational noise or vibration effects. (Less than Significant)	None required	
<b>Population, Housing, and Employment</b>		
<b>Impact POP-1:</b> The Project would not induce substantial population growth or concentration of population in the area, either directly or indirectly. (Less than Significant)	None required	
<b>Impact POP-2:</b> The Project could conflict with housing and population projections and policies as set forth in the Countywide Plan. (Less than Significant)	None required	

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

<b>Environmental Impact</b>	<b>Mitigation Measures</b>	<b>Level of Significance after application of Mitigation</b>
<b>Population, Housing, and Employment (cont.)</b>		
<b>Impact POP-3:</b> The Project, in conjunction with past, present and reasonably foreseeable projects, would not contribute to a cumulatively considerable effect related to population, housing and/or employment. (Less than Significant)	None required	
<b>Public Services and Recreation</b>		
<b>Impact PSR-1:</b> The Project would not cause a substantial adverse physical impact due to increased demand for fire protection services and emergency medical assistance. (Less than Significant)	None required	
<b>Impact PSR-2:</b> The Project would not cause a substantial adverse physical impact due to increased demand for police protection services. (Less than Significant)	None required	
<b>Impact PSR-3:</b> The Project would not cause a substantial adverse physical impact due to the need for additional school capacity or facilities. (Less than Significant)	None required	
<b>Impact PSR-4:</b> The Project would not result in increased use of parks at levels that would require the designation of additional parkland to remain in conformance with locally adopted park standards. (Less than Significant)	None required	
<b>Impact PSR-5:</b> The Project would not result in increased use of recreational facilities that would result in substantial and/or accelerated physical deterioration of facilities. (Less than Significant)	None required	
<b>Impact PSR-6:</b> The Project, combined with past, present, and other reasonably foreseeable development in the area, would not contribute to cumulative impacts with respect to public services and recreation. (Less than Significant)	None required	
<b>Transportation and Circulation</b>		
<b>Impact TRA-1:</b> The Project would increase traffic volumes on area roadways and affect levels of service at the local and CMP study intersections and freeways under Existing plus Project Conditions. (Significant for intersection LOS and queuing on Bon Air Road/Sir Francis Drake Blvd. Less than Significant for freeway segment LOS)	None feasible for intersection LOS and queuing on Bon Air Road/Sir Francis Drake Blvd. None required for freeway segment LOS	Significant and Unavoidable for intersection LOS and queuing on Bon Air Road/Sir Francis Drake Blvd



**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Transportation and Circulation (cont.)</b>		
<p><b>Impact TRA-2:</b> The Project would substantially increase traffic safety hazards for vehicles, bicyclists, and pedestrians on public roadways due to roadway design features, incompatible uses, or Project-related vehicles trips. (Potentially Significant regarding hazards for vehicles. Less than Significant for bicyclists, pedestrians, and transit service.)</p>	<p><b>Mitigation Measure TRA-2a:</b> To improve vehicle sight distance from the planned parking garage right-turn only westbound driveway onto Bon Air Road, no vehicle parking shall be allowed on the east side of Bon Air Road between the garage's outbound only driveway and the planned inbound only ambulance driveway located to the south (which would entail removal of two parking spaces, in addition to the two or three parking spaces removed to accommodate the new driveways). In addition, planned trees and shrubbery shall be removed in the landscaped areas both south and between the two driveways to allow for improved vehicle sight distance. These measures will result in reducing potential vehicle sight distance problems to a less-than-significant level.</p>	Less than Significant
	<p><b>Mitigation Measure TRA-2b:</b> To improve traffic flow and reduce potential queuing impacts at the main full-access southern driveway, it is recommended that a double yellow lane striping shall be installed from the driveway's raised median around the internal curb northbound into the drive aisle to prevent queued vehicles from potentially blocking inbound traffic to the site.</p> <p>None required for bicyclists, pedestrians, and transit service</p>	Less than Significant
<p><b>Impact TRA-3:</b> The Project could result in inadequate emergency access. (Potentially Significant)</p>	<p><b>Mitigation Measure TRA-3:</b> Implement Mitigation Measure TRA-2a (improve vehicle sight distance from the planned parking garage right-turn only westbound driveway onto Bon Air Road).</p>	Less than Significant
<p><b>Impact TRA-4:</b> The Project would not be inconsistent with adopted polices, plans, and programs supporting alternative transportation. (Less than Significant)</p>	None required	
<p><b>Impact TRA-5:</b> The Near-Term Project would increase traffic volumes on area roadways and affect levels of service at the local and CMP study intersections and freeways under Near-Term (Year 2018) plus Near-Term Project Conditions. (Significant for intersection LOS and queuing on Bon Air Road/Sir Francis Drake Blvd. Less than Significant for freeway segment LOS)</p>	<p>None feasible for intersection LOS and queuing on Bon Air Road/Sir Francis Drake Blvd</p> <p>None required for freeway segment LOS</p>	Significant and Unavoidable for intersection LOS and queuing on Bon Air Road/Sir Francis Drake Blvd
<p><b>Impact TRA-6:</b> The Project would generate temporary increases in traffic volume and temporary effects on transportation conditions during construction activities. (Less than Significant)</p>	None required	

**FINAL TABLE 2-1R  
SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

Environmental Impact	Mitigation Measures	Level of Significance after application of Mitigation
<b>Transportation and Circulation (cont.)</b>		
<p><b>Impact TRA-7:</b> The Project, in conjunction with past, present and other reasonably foreseeable future development in the area, would increase traffic volumes on area roadways and affect levels of service at the local and CMP study intersections and freeways under Cumulative plus Project conditions. (Significant for intersection LOS and queuing on Bon Air Road/Sir Francis Drake Blvd, and freeway segment LOS)</p>	<p><b>Mitigation Measure TRA-7:</b> If the proposed Highway 101 Greenbrae/Twin Cities Corridor Improvement project circulation improvement for Sir Francis Drake Boulevard (eastbound through lane at Eliseo Drive) is deemed feasible, the project applicant shall contribute proportional “fair share” contribution towards that improvement, based on the project’s percent contribution to the total cumulative year 2035 plus project volume at the intersection.</p> <p>The project applicant shall contribute a proportional “fair share” towards the upgrade of A70 traffic signal controllers along Sir Francis Drake Boulevard at the affected intersections at the Wolfe Grade, La Cuesta, and Eliseo Drive intersections based on the percentage of p.m. peak-hour vehicle trips contributed to these intersections.</p> <p>The project applicant shall contribute a proportional “fair share” towards an engineering study to evaluate the potential for increasing the westbound left-turn lane storage based on the percentage of p.m. peak-hour vehicle trips contributed to the Bon Air Road/Sir Francis Drake Boulevard intersection.</p> <p>None feasible for intersection LOS at Sir Francis Drake Boulevard intersections at Wolfe Grade and La Cuesta Drive, and for queuing on Bon Air Road/Sir Francis Drake Blvd</p> <p>None feasible for freeway segment LOS</p>	<p>Significant and Unavoidable for intersection LOS and queuing on Bon Air Road/Sir Francis Drake Blvd</p> <p>Significant and Unavoidable freeway segment LOS</p>
<b>Utilities and Service Systems</b>		
<p><b>Impact UTIL-1:</b> The Project would not require new or substantially expanded water facilities or new entitlements. (Less than Significant)</p>	None required	
<p><b>Impact UTIL-2:</b> The Project would not require expanded wastewater treatment services. (Less than Significant)</p>	None required	
<p><b>Impact UTIL-3:</b> The Project would not be served by a landfill with insufficient permitted capacity or conflict with solid waste regulations. (Less than Significant)</p>	None required	
<p><b>Impact UTIL-4:</b> The Project would not be served by energy suppliers with inadequate capacity and would not conflict with energy conservation standards. (Less than Significant)</p>	None required	
<p><b>Impact UTIL-5:</b> Construction of the Project would not use or encourage large or inefficient use of energy, exceed the energy supplier’s existing capacity, or conflict with energy conservation standards. (Less than</p>	None required	

**FINAL TABLE 2-1R**  
**SUMMARY OF IMPACTS, MITIGATION MEASURES, AND RESIDUAL EFFECTS (Continued)**

<b>Environmental Impact</b>	<b>Mitigation Measures</b>	<b>Level of Significance after application of Mitigation</b>
Significant)		
<b>Impact UTIL-6:</b> The Project, in combination with other past, present, and reasonably foreseeable development, would not result in cumulative impacts on utilities and service systems. (Less than Significant)	None required	